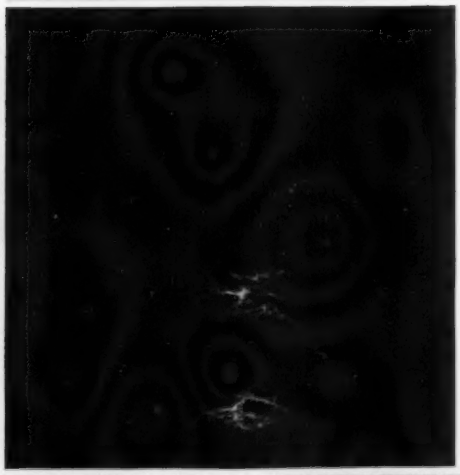
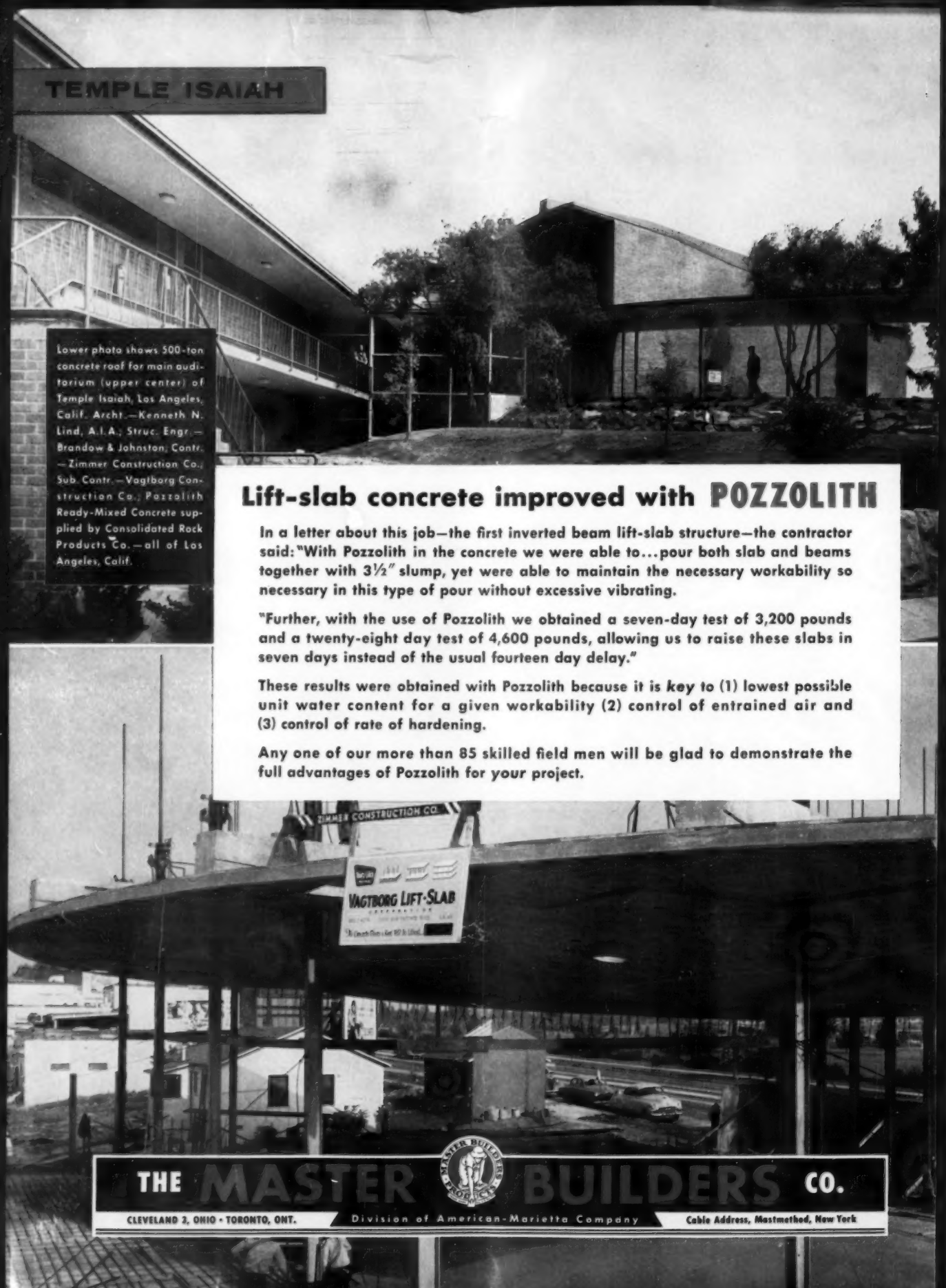
CONCRETE



OUR 53RD YEAR

Serving the Concrete Industries

MAY 1957



Lower photo shows 500-ton concrete roof for main auditorium (upper center) of Temple Isaiah, Los Angeles, Calif. Archt.—Kenneth N. Lind, A.I.A.; Struc. Engr.—Brandow & Johnston; Contr.—Zimmer Construction Co.; Sub. Contr.—Vagtborg Construction Co.; Pozzolith Ready-Mixed Concrete supplied by Consolidated Rock Products Co.—all of Los Angeles, Calif.

Lift-slab concrete improved with POZZOLITH

In a letter about this job—the first inverted beam lift-slab structure—the contractor said: "With Pozzolith in the concrete we were able to... pour both slab and beams together with 3½" slump, yet were able to maintain the necessary workability so necessary in this type of pour without excessive vibrating.

"Further, with the use of Pozzolith we obtained a seven-day test of 3,200 pounds and a twenty-eight day test of 4,600 pounds, allowing us to raise these slabs in seven days instead of the usual fourteen day delay."

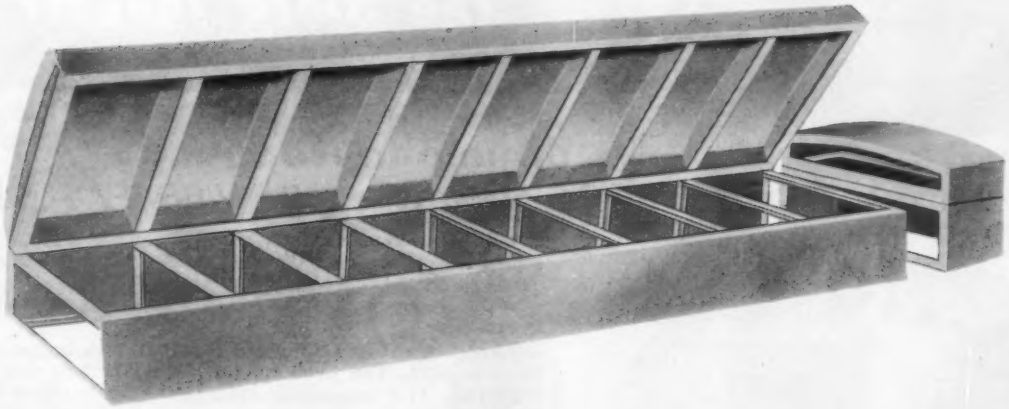
These results were obtained with Pozzolith because it is *key* to (1) lowest possible unit water content for a given workability (2) control of entrained air and (3) control of rate of hardening.

Any one of our more than 85 skilled field men will be glad to demonstrate the full advantages of Pozzolith for *your* project.

THE MASTER BUILDERS CO.

CLEVELAND 3, OHIO • TORONTO, ONT. | Division of American-Marietta Company | Cable Address, Mastmethod, New York

STEEL FORMS FOR PRESTRESSED CONCRETE SECTIONS



EXPERIENCE ACCURACY DEPENDABILITY

FEDERAL STEEL CORPORATION

FORMED STEEL SECTIONS

1175 LEGGETT AVENUE

NEW YORK 59, N.Y.

CABLE ADDRESS
FEDSTEEL, NEW YORK

TELEPHONE
DAYTON 8-0010

FEDERAL STEEL FORMS GUARANTEE MAXIMUM CASTING EFFICIENCY

★ This is the 139th of a series of ads featuring leaders in the Concrete Products industry who are stepping up block production with Besser Vibrapac machines.

Office of Fabrica De Mosaicos Tavares C por A, Ciudad Trujillo, Dominican Republic. Half height 8" units, 4" x 8" x 16", were offset to obtain a novel shadow effect.

Another LEADER in the Block Industry...

Dominican Republic ... Block Plant Builds Beauty with *VIBRAPAC* Block!

Executives of Fabrica De Mosaicos Tavares C por A (left to right) Antonio Thomen, Gustavo Tavares, Juan T. Tavares, President and Manuel Tavares.

One of the most successful block plants in the West Indies ... Fabrica De Mosaicos Tavares C por A ... believes in emphasizing the BEAUTY of Vibrapac Block. Their office building, shown above, is perhaps the most beautiful block plant office in existence.

This progressive Dominican Republic firm began making block in 1921. Ten years ago they installed their first Besser Vibrapac. This dependable machine turned out high quality block so rapidly, the company added another Vibrapac in 1949 and a third in 1952. Juan T. Tavares, President, states: *"Our Vibrapacs give us high production and no headaches"*. Their volume last year was 2,600,000 units (8" or equivalent).

Not content with mere *quantity* production, Tavares has always stressed *quality*. The three Besser Vibrapacs give his company *both*. And Vibrapacs can also produce high quality block for you — on a fast production basis. Ask your nearby Besser representative for literature, or write:

BESSER Company

DEPT. 127, ALPENA, MICHIGAN, U. S. A.

First in Concrete Block Machines

A7-130

Considerable ingenuity was used in building these beautiful Vibrapac Block fences and walls.

NEW

Information* Valuable to the Masonry Industry

available now on

Stabilizing Walls with

DUR-O-WAL®

Request Yours TODAY!

*Technical data from independent laboratories on Dur-O-wal masonry reinforcement has just been compiled for you. Send for your free file today. Engineering Department P, Dur-O-wal, Cedar Rapids, Iowa.

Trussed Design
Butt Weld • Deformed Rods

DUR-O-WAL®

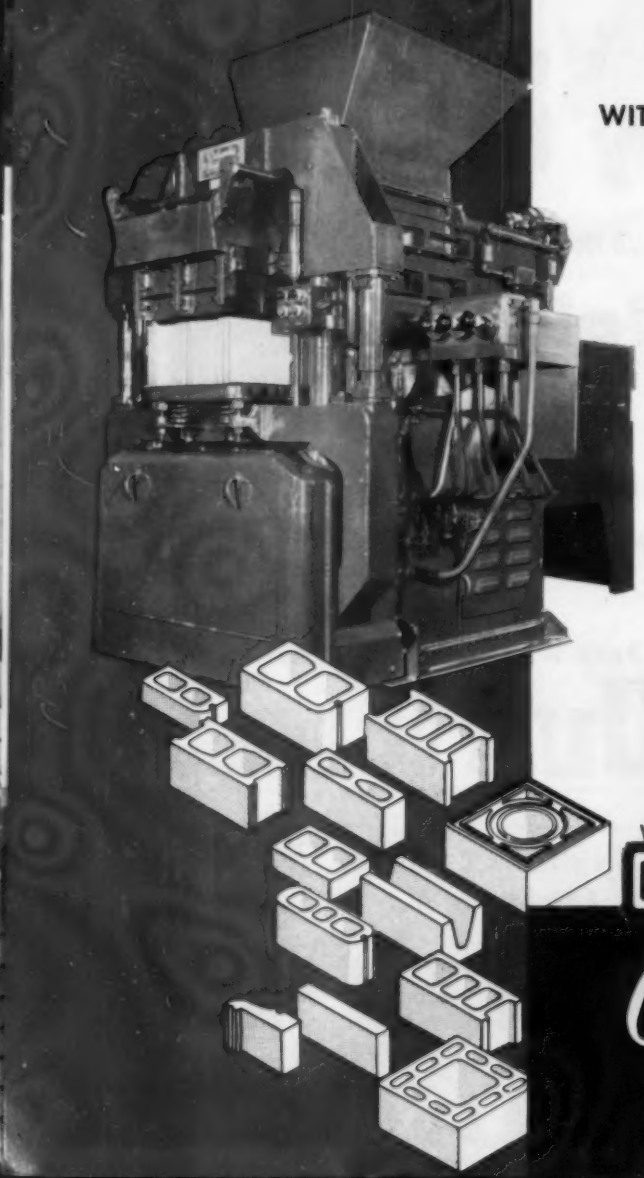
Rigid BACKBONE of STEEL
For Every Masonry Wall

Dur-O-wal Div., Cedar Rapids Block Co., **CEDAR RAPIDS, IA.** Dur-O-wal Prod., Inc., Box 628, **SYRACUSE, N.Y.** Dur-O-wal of Ill., 119 N. River St., **AURORA, ILL.** Dur-O-wal Prod. of Ala., Inc., Box 5446, **BIRMINGHAM, ALA.** Dur-O-wal Prod., Inc., 4500 E. Lombard St., **BALTIMORE, MD.** Dur-O-wal Div., Frontier Mfg. Co., Box 49, **PHOENIX, ARIZ.** Dur-O-wal, Inc., 165 Utah St., **TOLEDO, OHIO**

You'll get...

HIGHEST PRODUCTION

per dollar of capital invested
per square foot of plant space occupied



WITH *Columbia* MODEL 8"

Among the concrete block machines on the market today, Columbia's Model 8" requires, in terms of what it will produce, the least capital investment.

This hydraulically activated, electronically controlled, completely automatic machine operates at 4 to 6 cycles per minute using standard 18" x 20" plain pallets or 18" x 18" pallets.

IN ADDITION the Model 8" block machine is a real miser with plant space! Let our representative call at your plant to show you how the Columbia Machine will fit your area requirements. No obligation.

For greater profits per dollar invested and per foot of plant space, install a Columbia Model 8".

IT'S EASY TO OWN A COLUMBIA MODEL 8"

The low original price represents an easily amortized capital investment. "FLEXIBLE pay-as-you-depreciate" terms make you the owner of this profitable piece of concrete manufacturing equipment on an easy-to-pay basis.

If you are planning a plant expansion, a new plant, or would like to add concrete block production to your present business, call us—OXford 4-1501—we will have a qualified man in your plant within 24 hours. No obligation. Columbia provides everything you need for complete plant outfitting: three models of block machines; rollaways; offbearers; cubing returns; pallet returns and oilers; racks; pallets; turntables; block splitters; bins; cement silos; skip hoists; batch mixers, hydraulic pumping units.

There is a Columbia representative in your area . . . for information call, write or wire

Columbia MACHINE

HOME OFFICE: 107 S. GRAND, VANCOUVER, WASHINGTON
FACTORY BRANCH AND WAREHOUSE: MATTOON, ILLINOIS
PARTS DEPOT AND OFFICE: BURBANK, CALIFORNIA

MANUFACTURERS AND WORLD WIDE DISTRIBUTORS OF A COMPLETE LINE OF PLANT EQUIPMENT FOR PRODUCTION OF CONCRETE PRODUCTS

MAY 1957 CONCRETE

VOL. 65, No. 5 • EST. 1904 • PUBLISHED MONTHLY BY CONCRETE PUBLISHING CORP. • 400 W. MADISON ST., CHICAGO 6, ILL. • Central 6-8822

FEATURES FOR THIS MONTH

Hoisting Concrete with Rubber Vacuum Mats 31

In England, tests on lifting concrete with rubber vacuum mats have proved successful. Slabs up to 9 feet wide by 13 feet long, and weighing as much as 50 tons, have been lifted by this method.

Depreciation Regulations 32

Useful life, salvage value, and retirement of business assets under present tax regulations are the three major areas covered in this paper. It was presented to the NRMCA convention in Los Angeles by John W. Murphy, Union Sand and Gravel Company, Spokane, Washington.

Revitalized Locomotive 34

Supplied by Material Service Corporation, Chicago, a huge block of concrete, cast inside the shell of a worn-out locomotive, gives new life and use to the engine which belongs to the Chicago & North Western Railroad. The engine now is used as a second unit to supply added traction for pulling cars at low speeds.

Hall of Block 35

A corridor of concrete masonry is installed at General Services Building, Washington, so that government architects and engineers can acquire first-hand information on the sizes, shapes, and styles of block.

It's Worth the Effort 36

A safety program, installed at the Hugo Plant, Cleveland Builders Supply, proves that it's worth the effort. Results: 23 consecutive accident-free months and an NCMA safety trophy.

Effective Co-operation 56

The editor views the soon-to-be-printed manual of the Florida Concrete and Products Association as typical of the area in which a state or regional organization best serves its members.

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DOUGLAS LEE, EDITOR

DONALD T. PAPINEAU, Publisher

NBP

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BPA

How to use
BLAW-KNOX Ready-Mix Package to make more profit...

BLAW-KNOX READY-MIX PACKAGE
Hi-Boy TRUKMIXERS • Bins • Batchers and Central Mixing Plants • Steel Curb, Curb, Gutter and Sidewalk Forms • Concrete Buckets •

AT RIGHT — A typical job where Evansville Concrete Company supplies ready-mix concrete and a set of Blaw-Knox Steel Street Forms for a customer.

BELOW — Newest of the two Blaw-Knox Batching Plants in operation for Evansville Concrete Company. This is a central mixing plant with push-button controls.

Evansville Concrete Company has the formula—

In addition to their regular ready-mix service, Evansville Concrete Company owns Blaw-Knox Steel Curb, Curb and Gutter and Sidewalk Forms for use by their customers. This kind of service assures this Evansville ready-mix operator a steady, profitable business. Blaw-Knox Hi-Boy TRUKMIXERS haul ready-mix concrete from two fast, accurate Blaw-Knox Batching Plants the year around. One plant is for dry batching, the second plant, shown above, is a push-button operated Central Mixing Plant.

Blaw-Knox Hi-Boy TRUKMIXERS contribute to this profitable ready-mix operation. Their special design allows them to haul maximum payloads within legal weight limitations so Evansville Concrete Company can get the most concrete hauled in the fewest trips.

For complete information on large or small Ready-Mix operation see the following Blaw-Knox Bulletins: For TRUKMIXERS — No. 2455-R; For Batching Plants — No. 2488; For Steel Street Forms — No. 2259-R. See your local Blaw-Knox Distributor or write to Blaw-Knox.

BLAW-KNOX COMPANY
Construction Equipment Division
33 Charleston Ave., Mattoon, Illinois

Meditate

for a moment on the subject of...

CONCRETE LINTEL PROFITS

these Producers Did so With these Results

Kent Concrete Lintels are made of block aggregate assuring walls of uniform texture.

They are "laid up" by masons. No steel members or extra craftsmen are required. Delays are avoided and labor costs reduced.

Builders quickly see the advantages and adopt them as standard units.

Block manufacturers add a new item without increasing their sales overhead and gain a profitable market that is simply awaiting their attention.

FROM A LETTER WRITTEN TO ANOTHER BLOCK MANUFACTURER

"After a year of operation of our Kent Lintelator we have more than tripled our sales of pre-cast lintels. It makes good lintels and makes them fast.

"We highly recommend this machine and are sure you will not make a mistake in purchasing one."

MARTIN BLOCK CORPORATION
Lansing, Michigan

"We have had a Kent Lintelator in constant use for 4 years and you could not have a more delighted customer. Each year I am more pleased with the product your machine turns out as well as the high return from the investment."

ALLIED CINDER BLOCK CORPORATION
Harrisonburg-Staunton-Waynesboro, Virginia

"To meet the increased demand for lintels created by your Lintelator we enclose our order for your large machine.

"We already have two Lintelators in our Grossbeck Highway plant and one in our West Chicago plant.

"As a result of the tremendous lintel business built up we are ordering this fourth machine. Please speed it along to us."

BORIN BUILDERS SUPPLY CO.
Detroit, Michigan

The Kent Lintelator is a simple, compact machine that can be operated by any laborer.

Reenforcing bars are put in position and aggregate fed into the vibrating form. The vibrating pressure plate moves into position and brings the strong lintel to accurate dimensions.

With the pressure plate retracted the mold is rolled over and end members swung out. The front channel which serves as a pallet, is lifted by an air hoist and transferred to the curing rack.

Without exception purchasers of Lintelators are highly pleased with them—a fact that should induce you to immediately learn how you too can obtain this additional profitable business.

Clip and mail coupon for Information

the KENT MACHINE CO. CUYAHOGA FALLS, OHIO

DIVISION OF THE LAMSON & SESSIONS COMPANY

Canadian Distributor: Wettlaufer Equipment, Ltd., 49 Merton St., Toronto 12, Ontario

I've thought it thru and want the LINTELATOR story without delay.

Company
Address
City
Att. of

Concrete products and ready mix operators

FOR AUTOMATION PIN-POINTED TO YOUR PRODUCTION NEEDS

- *Call in Butler!*

Full electronic automation operated by punched card for extremely high production is one thing. (BUTLER has it, of course). But automation combined with manual operation may be more efficient at other production levels. The problem in both concrete products manufacture and in ready mix concrete operations is:

"What degree of automation is best for me?"

The answer depends upon many things. Your market and its potential for growth. Your competition. Prevailing wage scales. And many others.

These are the things BUTLER *knows* and knows so thoroughly, the company's engineers hold unquestionable leadership in the field. So whether it's a new plant you are going to build or expansion of the old — it will pay you handsomely — now and in the years to come to call in BUTLER.

BUTLER BIN COMPANY

991 BLACKSTONE AVE., WAUKESHA, WISCONSIN

Oronite® Wetting Agent "S" ...your best air-entraining admixture!

Tests recently concluded at the University of Toledo show Oronite Wetting Agent "S" qualifies completely as an air-entraining admixture and also provides considerable savings—when compared to agents generally used for air-entraining. This high quality detergent, wetting agent and emulsifier meets all requirements of A.S.T.M. specification C233-52T.

You will discover Wetting Agent "S" is readily diluted into a liquid concentrate for easy addition to ready-mix. It mixes quickly and thoroughly to give uniform air dispersion throughout the mix. The possibility of getting excess air by over-dosage is greatly minimized with Wetting Agent "S".

As an air-entraining admixture, Wetting Agent "S" is generally lower in cost than other agents—costs you less than ¼¢ per cubic yard of concrete for an air content of 5%.

For technical data and information on prices and availability, just contact the Oronite office nearest you.

ORONITE CHEMICAL COMPANY

EXECUTIVE OFFICES
200 Bush Street, San Francisco 20, California
SALES OFFICES
New York, Wilmington, Chicago, Cincinnati, Houston, Los Angeles, San Francisco
EUROPEAN OFFICE
36, Avenue William-Favre, Geneva, Switzerland

4221R

Extra Large Pretensioned Concrete Girders Produced At Speed Of One A Day!

Tufwire strands for four girders were pretensioned. Forms were set, reinforcing steel placed

Mammoth Spans Pretensioned With Union **Tufwire** Strand Adds Proof of Prestressed Concrete's Ever-Widening Adaptability

Ordered for the construction of a new triple super phosphate storage warehouse, each of these giant girders is 101 ft. 6 in. long, with a height of 12 ft. at the center, tapering to 4 ft. at the ends. They were cast by Prestressed Concrete, Inc., Lakeland, Fla., in a double bed, 422 ft. long. In the prestressing, a total of 48-7/16 in. Union Tufwire Stress-Relieved Strands were stretched in the bed in two rows—four girders to each row.

In this project, two of the many advantages which the Prestressed Concrete Industry has to offer, have been convincingly demonstrated. Both are of vital importance to the construction industry.

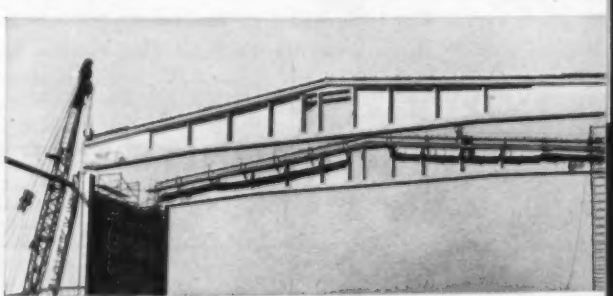
1st. Design and fabrication limits of Prestressed Concrete are far from being reached.

2nd. The speed with which Prestressed Concrete sections are produced eliminates construction delays by by-passing materials in short supply, or on extended backlog delivery.

Architects and engineers are finding prestressed applications virtually unlimited. Prestressed components serve as foundations, floors, columns, beams, slabs, walls and roofs. For highway bridges, prestressed concrete is fast becoming standard design in many areas. For example, the state of Florida and its Turnpike Authority have standardized on prestressed concrete bridges. Girders or deck sections can often be mass-produced quickly and erected in less time than is required to install false work.

Rolling to the job: Giant 70-ton girder on the way to the site of chemical storage warehouse being built at Brewster, Fla.

Up she goes! One girder has been placed in the structure, another is being positioned, and a third is on the ground ready for hoisting.



and the concrete cast progressively from one end of the casting bed to the other.

Union **TUFWIRE** Strand Used 100% In These Girders

As long time specialists in high carbon wire, the Union Wire Rope organization stepped sure-footedly into pioneering the technological development of stress relieved, high tensile wire and strand for prestressing concrete. Just as sure-footedly it has expanded research and production facilities to keep well ahead of the demands of the 300% yearly growth of the prestressed concrete industry.

We're geared to the needs of this amazing prestressed concrete industry—and geared for its future growth.

Today we're supplying Tufwire Stress-Relieved Wire and Strand to projects ranging from the largest in history's biggest highway building program . . . right on down to poles and farmers' fence posts. The orders don't come too big or too small. You can be sure of prompt delivery from our strategic Mid-America location.

Have a problem? Whether you're already an on-site contractor or a permanent casting-bed operator—or are exploring the potential of prestressed concrete in your area —get in touch with our engineering department and research laboratories.

Would you like to have a reprint of a recent Tufwire advertisement which has been called "a primer of the prestressed concrete industry"? It distills the whole big story of prestressed advantages into 10 minutes of thought-provoking reading. It is a summary of fundamental facts supplied by a panel of prestressed fabricators and consultants who pioneered in the industry and have grown with it. Write for your copy today!

Small buildings, too, share the advantages and economies of prestressed concrete construction. This eye appealing shelter house in a park will minimize vandalism and be remarkably easy on maintenance costs. Compare the speed and facility of erection when structural members are mass-produced and delivered complete instead of laboriously being cast on the site.

UNION Tufwire Is Protected Against Rust and Corrosion

All shipments of Tufwire Strand are safeguarded against corrosive effects of dampness, salt air and damaging fumes. Another big Tufwire "plus"!

union

Tufwire

Stress-Relieved Wire & Strand

union Wire Rope corp.

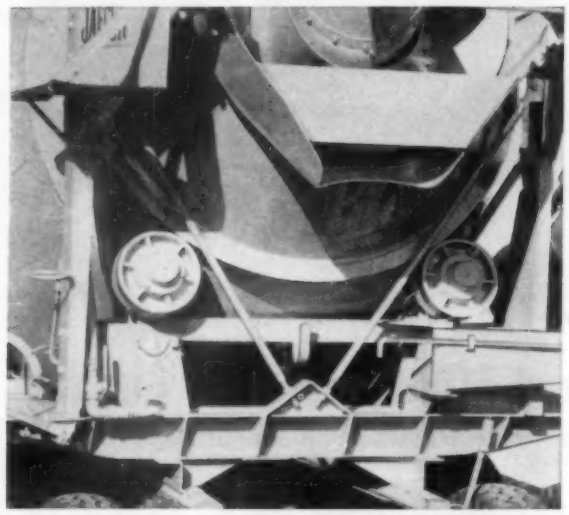
Specialists in high carbon wire, wire rope, braided wire fabric, stress-relieved wire and strand.

2306 Manchester Avenue **Kansas City 26, Missouri**

No other truck mixer really compares with this great JAEGER MODEL "F"

Every so often, a model of machine appears which is so far ahead of every other, so completely *right* in every feature of its construction and performance, that comparisons are no longer possible. The Jaeger Model "F" is such a machine. It offers everything you've wanted in a truck mixer — lighter weight, faster and easier operation, greater flexibility, simplified maintenance and the most efficient source and application of power to the hauling, mixing and placement of maximum profitable payloads.

Talk with your Jaeger distributor. He can help you arrive at the combination of Model "F" mixer and truck that will produce most profitably for your plant.

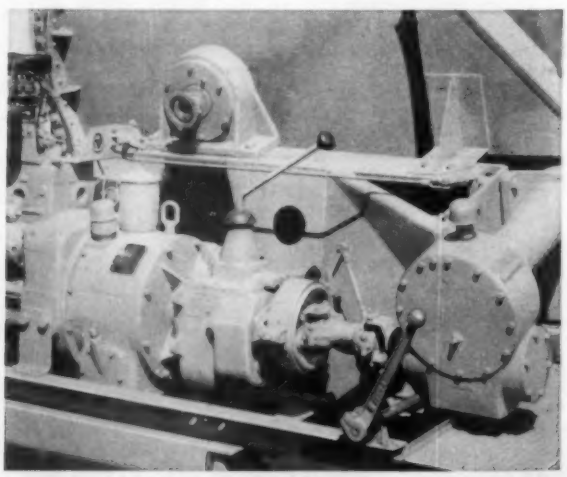


LIGHTER BY HUNDREDS OF POUNDS with stronger, unitized A-frame and clean, open-type rear cradle design. Drum rollers have sealed, grout-proof bearings. All body weight carried within width of truck frame.

THE JAEGER MACHINE COMPANY

522 Dublin Avenue, Columbus 16, Ohio

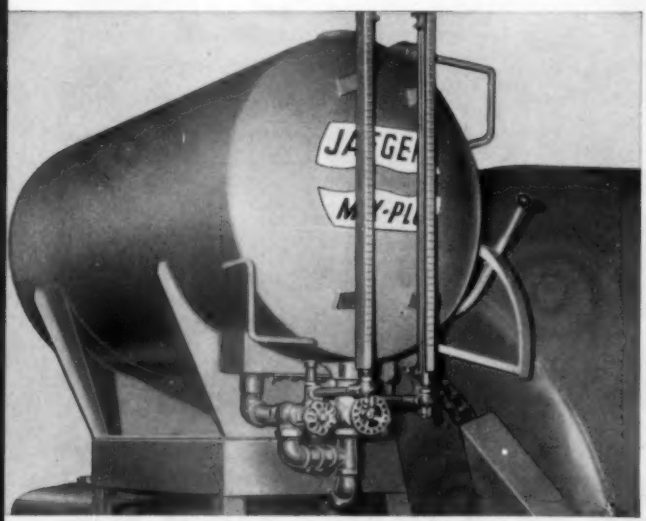
PUMPS • AIR COMPRESSORS • MIXERS • PAVING MACHINES



3 SPEEDS for all operating conditions, from 1½ rpm to 16 rpm, with either hydraulic-reversing or automotive type transmission. **THREE CHOICES OF POWER:** Separate engine, front-of-truck engine p.t.o. or transmission p.t.o.

FASTEST TO CHARGE, DISCHARGE: Big-throat hoppers on open-end or sealed-end loaders, 16 rpm "fast-charge" drum speed, big discharge blades. **FASTEST TO MIX** with 12" spiral blades plus throw-back blades.

Hi-Dump "F" models now available in the latest standard truck mixer ratings of 4, 5, 5½, 6, 6½, 7 and 9 cubic yards. The same features are also offered in Jaeger horizontal-drum models of 6 to 10 cubic yards capacity.



REVOLUTIONARY CONTROLLED-GRAVITY-FEED WATER TANK obsoletes syphon tanks, self-priming pumps and special fittings. New pump delivers 60 gpm. Rear-end injection is standard; front-of-drum entry, with grout-proof jet, optional.

NEW EASY-TO-HANDLE CHUTE is light yet deeper for better handling of all mixes, has flip-over 3′ section, and a fixed pivot point for the chute-head hinge with provision for complete swing-away by the quick lift of a tie-rod hook.

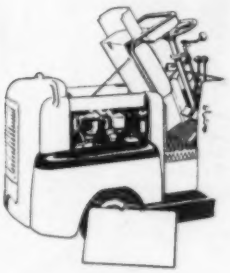
Is an **Allis-Chalmers Fork Truck** *Easy to Service?*

Show this to Your Own Serviceman and Ask Him

If your maintenance man isn't already familiar with Allis-Chalmers fork trucks, show him this ad — then ask him how much maintenance time its easy-to-service design would save. Let him tell you how much time he thinks would be saved on these two operations:

1

Strip for service

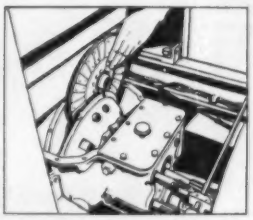


Lift out two side panels. Tip seat forward. Remove engine cowl by unscrewing two wing nuts. All done. Everything is at your finger tips — engine, carburetor, oil filler tube, oil filter, fuel pump, battery and ignition system.

Elapsed time — 22 seconds

2

Change the clutch



Take up floorboard. Remove clutch cover and bearing cap at rear of input shaft by removing cap screws. Slide input shaft back. Remove bolts in the pressure plate and lift out clutch plate. Slip in new clutch plate and reassemble. All done.

Elapsed time — 30 minutes

The time saved here can usually be measured in days.

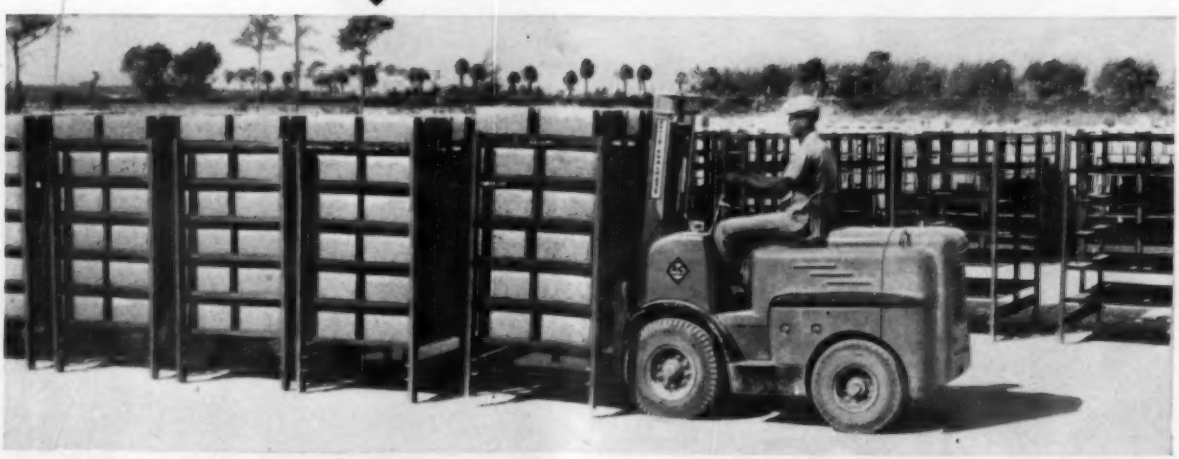
These are only two of many examples. Another: the Allis-Chalmers fork truck can be stripped down to the bare frame by two men in only 22 minutes. Engine may be overhauled without removing.

This ease of servicing adds up to more hours on the job, but that's only half the story. Ask your Allis-Chalmers material handling dealer to show you the many features that account for more output to the hour, or write for a descriptive bulletin.

MATERIAL HANDLING DEPARTMENT, BUDA DIVISION, MILWAUKEE 1, WISCONSIN

ALLIS-CHALMERS

BH-39



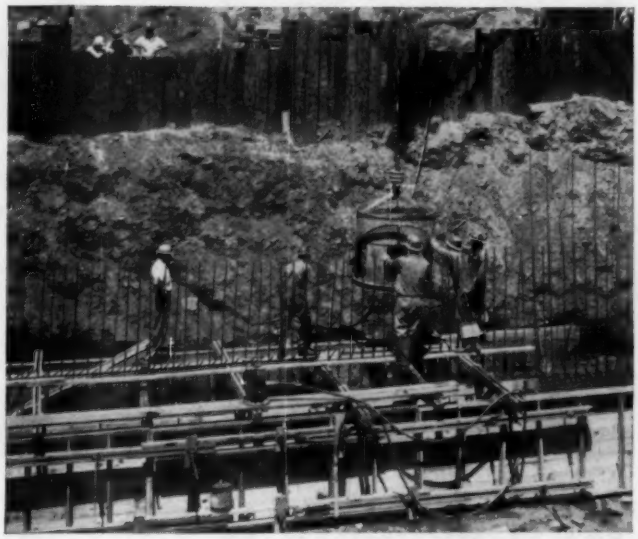
DOWNTIME: NONE — REPAIR COSTS: NONE

That's the report of Sungold Ammet Block Co., Miami, Florida, on their Allis-Chalmers 4,000-lb. fork truck after over three years of operation. A company spokesman further says, "We owned another fork truck and thought there was nothing like it until one day when it broke down we rented an Allis-Chalmers. We were sold on that machine right now — that's the reason we bought it. It's easy to maneuver, easier to get on and off of, and the shift levers are in a better position."

COLUMBIA CALCIUM CHLORIDE
keeps you and customers ahead of peak-season schedules

HIGHER EARLY STRENGTHS CUT DAYS OFF JOBS

Contractors need your help when the building season hits its peak. They need your concrete, sure. They need your thinking, too. The kind of thinking that saves them days on time-tight construction schedules. Suggest supplying Columbia Calcium Chloride treated ready mix. Acceptable early strengths are reached *in half the times normally required.* And ultimate strength tests higher. Resistance to surface wear is often doubled. Density is better. Builders can switch forms days earlier, wind up finishing without overtime, complete the job well ahead of date. Are you giving *your* customers Columbia Calcium Chloride thinking? Once they've tried it, they'll be back for more . . . for years.



Add economical, easy handling Columbia Calcium Chloride to ready mix at your plant or at the customer's job site in a few minutes.

BETTER CONCRETE PRODUCTS AT LOWER COSTS

The year's top demand for concrete products output is just ahead. Precast units, panels, block, pipe . . . and when they want it, they want it *now.* Tried Columbia Calcium Chloride yet? You can cut production time, and therefore costs, sharply. Yet you actually get better, more dependable curing at the same time. Add the specified amount of Columbia Calcium Chloride to your next mix. Your pre-steam holding, steaming, and soaking times can all be safely reduced. There'll be less product cracking during early handling. You get higher ultimate strength, can make earlier deliveries and lower your inventory. Columbia Calcium Chloride costs so little more, adds so much to production ease and end quality. Why not check your nearest Columbia-Southern office today?

Roofing tile, like other units, is upgraded by proper use of Columbia Calcium Chloride. Use it with regular, air entrained, or high early cements.

WRITE TODAY FOR MORE INFORMATION...PLEASE MENTION WHETHER INTERESTED IN READY MIX OR CONCRETE PRODUCTS

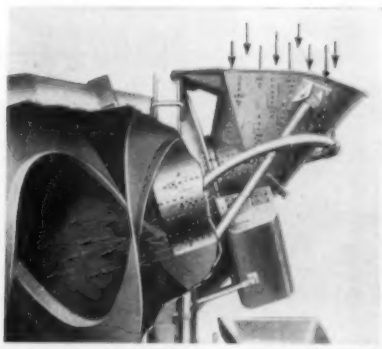
COLUMBIA-SOUTHERN CHEMICAL CORPORATION
SUBSIDIARY OF PITTSBURGH PLATE GLASS COMPANY
ONE GATEWAY CENTER · PITTSBURGH 22 · PENNSYLVANIA

DISTRICT OFFICES: Cincinnati • Charlotte • Chicago Cleveland • Boston • New York • St. Louis • Minneapolis New Orleans • Dallas • Houston • Pittsburgh Philadelphia • San Francisco

IN CANADA: Standard Chemical Limited and its Commercial Chemicals Division

2 of 13 Westinghouse Mixers pouring 35 acres of floor on new Ford plant at Indianapolis.

Westinghouse is Tops in these 3 Essentials...



1—FAST CHARGING

2—DOUBLE-ACTION MIXING

• What you want first in a mixer is one that charges fast, mixes any load thoroughly and discharges well. Here's why Westinghouse will do the job to your satisfaction:

1—Charging . . . With extra-large hopper (32″ x 34″) and cone which shoots material directly to mixing section of drum, you can load as fast as you want, and—without blow-back.

2—Mixing . . . Spiral "L" section mixing blades in drum are deeper than most and are equipped with 6 auxiliary blades which produce a criss-cross, double-mixing action. You get fast, thorough, uniform mix of any load in less time.

3—Discharging . . . Deep blades discharge any load through large 36″ drum opening as slowly or fast as you want it, including low slump.

AND—with Westinghouse you get an exclusive, patented, enclosed-gear drum drive and other features at no more than you pay for other quality mixers. See your local Westinghouse Transit Mixer dealer now or write for new 1957 catlog to

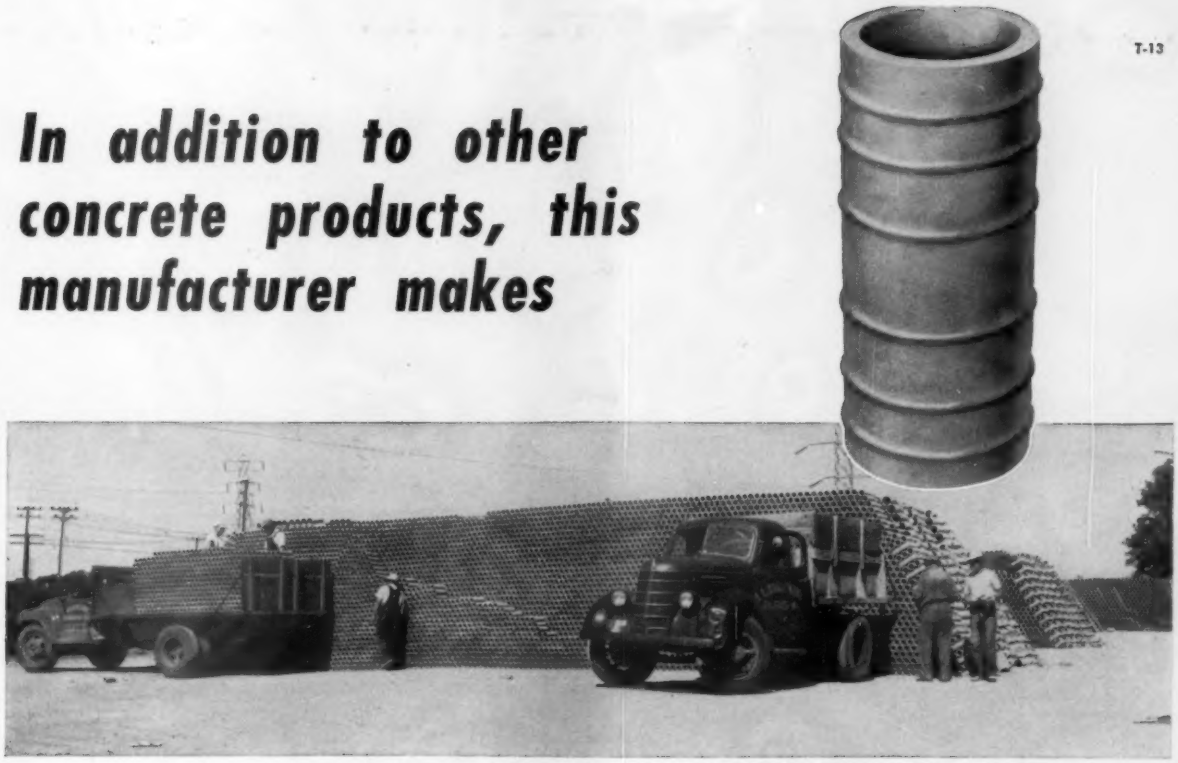
3—CONTROLLED DISCHARGING

TRANSIT WESTINGHOUSE MIXER

WESTINGHOUSE TRANSIT MIXER DIVISION
Le Tourneau-Westinghouse Company • Indianapolis 6, Indiana
Member Truck Mixer Manufacturers Bureau

T-13

In addition to other concrete products, this manufacturer makes



3,000,000 Drain Tile a Year

Diversification of product broadens the overall sales potentials . . . removes the danger ever-present in the "all eggs in one basket" policy . . . provides activities to compensate for main-line off-season periods . . . reduces the per-item cost of overhead by a larger distribution of operations . . . helps to maintain steadier employment of labor.

Concrete drain tile deserves to be No. 1 choice as a supplementary item. Not only because of a large and growing market and ease of manufacturing, but also because income possibilities—per dollar invested—are probably the largest prevailing in the concrete products industry.

The Champion drain tile machine is compact, self-contained, and — with Automatic Feeder — reduces drain tile manufacture to a 1-man operation. Tile made on the Champion are dense, strong and truly round. Better than clay tile yet can sell for far less because of economies resulting from local manufacturing.

Along with the Champion machine goes an experience of more than fifty years. Not only as builder of machines but as prime sponsor of the concrete drain tile industry, and with the know-how that can help intending manufacturers operate most efficiently and profitably. It costs nothing to get descriptive literature, and such facts and figures as we are prepared to supply. Write for it today.

W. E. DUNN MFG. CO.
526 West 24th St. Holland, Michigan
976 Dundas Highway, Cooksville, Ontario

6 1/2 CUBIC YARD MIXER
NATIONAL READY MIXED CONCRETE ASSOCIATION
NRMCA
7 CUBIC YARD
MIXER
MAXIMUM CAPACITY
CERTIFIED BY THE TRUCK MIXER MANUFACTURERS BUREAU TO COMPLY WITH ITS STANDARDS FOR TRUCK MIXERS AND AGITATORS AS APPROVED BY THE N.R.M.C.A.
9 1/4 CUBIC YARD AGITATOR
UNLESS RATED LOWER ON THE MANUFACTURER'S DATA PLATE
N.R.M.C.A. REGISTRY NO

Old Rating Plate

Corresponding New Rating Plate

Effective now . . . new standards and rating plates for truck mixers, agitators

MAXIMUM CAPACITIES IN CUBIC YARDS OF MIXED CONCRETE

TRUCK MIXER	3½	4	5	5½	6	6½	7	8	8½	9*
AGITATOR†	4½	5¼	6½	7¼	7¾	8½	9¼	10½	11¼	12

* Truck mixer sizes larger than 9 cu. yds., in increments of 1 cu. yd. only, are standard when conforming to all Bureau requirements.

† Unless a lower agitator capacity is shown on manufacturer's data plate.

The above capacity standards of the Truck Mixer Manufacturers Bureau, approved by the National Ready Mixed Concrete Association, became effective on May 1.

Note that they simplify truck mixer standards by eliminating the former dual system of "rated" and "guaranteed" capacities. Only one rating, for "maximum" capacity, is now given. This corresponds exactly to the former "guaranteed" capacity rating. Its drum volume requirements have, therefore, been used, proved and officially accepted for nearly four years (since September, 1953).

Three New Sizes

New 5½, 6½ and 8½ cubic yard ratings, based on the same drum volume ratio as the other sizes, have been provided. A complete choice of standard sizes is now available to match today's truck capacities, highway weight laws and the operating needs of every user.

More exacting standards have also been established for mixing time and water systems. In addition to accuracy of measurement within 1% of tank capacity when standing level, it is now required that measuring tank and pump be capable of delivering not less than 45 gallons per minute *into the mixer drum.*

New Plates, Printed Standards Offered

Owners of truck mixers now carrying Bureau rating plates of 3 - 3½ or larger size may replace them with new plates, which will be supplied without cost on application to the Bureau.

Copies of the new standards are offered to architects and engineers who maintain these high quality standards by writing them into their own ready mixed concrete specifications.

Address requests to TRUCK MIXER MANUFACTURERS BUREAU, Munsey Building, Washington 4, D. C.

Member Companies

BLAW-KNOX CONSTRUCTION EQUIPMENT DIV.
Mattoon, Ill.
CHAIN BELT COMPANY
Milwaukee, Wis.
CHALLENGE MANUFACTURING CO.
Los Angeles, Calif.
CONCRETE TRANSPORT MIXER CO.
St. Louis, Mo.
CONSTRUCTION MACHINERY CO.
Waterloo, Iowa
THE JAEGER MACHINE COMPANY
Columbus, Ohio
THE T. L. SMITH COMPANY
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WESTINGHOUSE TRANSIT MIXER DIV.
Indianapolis, Ind.
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WILLARD CONCRETE MACHINERY CO., LTD.
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WORTHINGTON CORPORATION
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MASONRY MANUFACTURERS! *When you're looking for new construction business, you'll see many more active prospects if you have the kind of vision you get with Dodge Reports. In short . . .*

We help you focus on live prospects

Looking around at random, chasing rumors or waiting for someone to call are costly, wasteful ways of finding business. And so unnecessary — when Dodge Reports can show you precisely what construction jobs are coming up and when. Learn the facts about this profit-building service. Mail this coupon today.

TO: **DODGE REPORTS**, DEPT. 63, 119 WEST 40th STREET, NEW YORK 18, N. Y.

Yes! I'd like to pin-point my prospects by knowing in advance who's going to build, what, when, where.

I want to know whom to contact and when to submit bids.

I'd like to see some Dodge Reports, and I'd like a copy of your booklet that tells how to use this accurate, daily, up-to-the-minute construction news service.

I understand that I can pick just the area and type of construction activity that interests me. Also, that I won't have to wade through mounds of data to find the information I need.

I'm interested in General Building ☐ **House Construction** ☐ **Engineering (Heavy Construction)** ☐

in the Following Area: _____

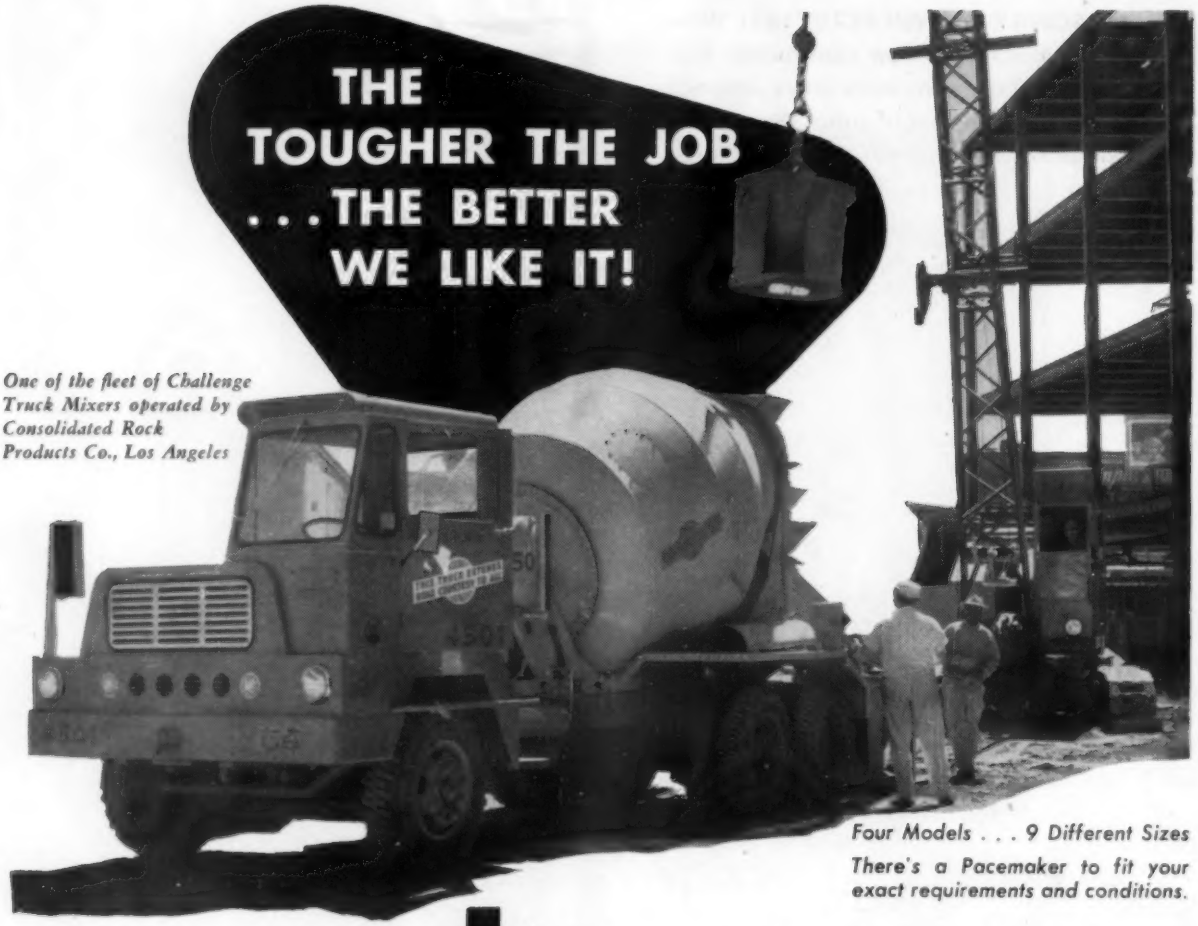
NAME _____

ADDRESS _____

CITY _____ ZONE _____ STATE _____

Dodge Reports
For Timed Selling to the Construction Industry

THE TOUGHER THE JOB . . . THE BETTER WE LIKE IT!



One of the fleet of Challenge Truck Mixers operated by Consolidated Rock Products Co., Los Angeles

Four Models . . . 9 Different Sizes

There's a Pacemaker to fit your exact requirements and conditions.

We Invite You To Compare CHALLENGE *Pacemaker* PERFORMANCE

The true value of ANY truck mixer is determined ONLY by performance on the job. The 1957 Challenge "Pacemaker" not only excels in fast charging, thorough mixing and fast discharging*, but the Challenge will efficiently discharge "zero slump" concrete while other late model mixers cannot even get zero slump concrete out of the drum.

We invite you to make your own "zero slump" test on your own job, with your own crew. Simply arrange with your Challenge dealer for a demonstration . . . YOU CAN JUDGE CHALLENGE PERFORMANCE FOR YOURSELF!

* *The "Pacemaker" will charge as fast as 7 seconds per yard depending on the batching plant. Exclusive secondary discharge fins; the "just right" 16° drum angle; "L-shape" discharge blades; large rear opening; and the automatic throttle retard, all assure smooth, positive discharge just as fast as the job requires.*

Exclusive World-Wide Distributors For Challenge Pacemaker Truck Mixers . . . Value Standard of the Industry

COOK BROS. EQUIPMENT CO.

3334 San Fernando Road, Los Angeles 65

CLinton 6-3151

INDUSTRY NEWS

Walter W. Underwood Comes from NAHB to Succeed Elmer W. Dienhart as NCMA Executive Director

W. W. Underwood

The National Concrete Masonry Association has appointed Walter W. Underwood as executive director. He succeeds Elmer W. Dienhart who will remain with the Association in a consulting capacity.

Underwood comes to NCMA from the National Association of Home Builders. As an assistant director, he represented local home builders' associations in the western half of the United States.

A native of Tulia, Texas, Underwood has had 18 years of chamber of commerce experience. He joined the chamber in 1937 at Houston, Texas, with responsibility for membership activities. He subsequently moved to Sacramento, California and Portland, Oregon, in a similar position. Results at the latter city proved so successful that he was "loaned" to other Oregon chambers at Marshfield, Roseburg, Newport Beach, Oregon City and Astoria.

Underwood then became executive secretary of the Astoria Chamber and later president of the Orgeon Association of Chamber Officials.

During World War II, he served with the Naval Military Government at Okinawa. There he was placed in charge of the rehabilitation of the fisheries industry and aided in drawing up a plan for the establishment of a "money economy" for the island.

Following his discharge, Underwood resumed his chamber work as manager of the Pittsburg, California, and Albany, Oregon, organizations.

He was appointed national affairs advisor for the U.S. Chamber's Western Division in 1948. In this role he assisted local chambers and trade associations on legislative matters and organizational problems.

Underwood was then named manager of the national chamber's California District, a post he held until 1955 when he became executive director of the Building Contractors Association of California, an affiliate of the National Association of Home Builders. He later was promoted to the membership and field services department of the national organization.

The National Concrete Masonry Association's new executive director attended Brownsville (Texas) Junior College and Princeton University. He is married and has two children; a son, 23, and a daughter, 11.

Arizona Representative of PCA has been Named

The appointment of Fred Glendening as the Arizona representative of the Portland Cement Association has been announced by John McNerney, Los Angeles district engineer of PCA. Mr. Glendening's headquarters will be at Phoenix.

Prior to accepting the position with the association, Mr. Glendening was county engineer of Maricopa County, Arizona, where he has been employed for three and one half years.

Retired Alpha Sales Manager, J. Sweitzer, Dies

J. Edwin Sweitzer, former general sales manager of the Alpha Portland Cement Company of Easton, Pennsylvania, died on March 25 at his home in Phillipsburg, New Jersey.

Mr. Sweitzer joined the Alpha Company's sales department in 1914. In 1940, he was named assistant to both the vice president and the general sales manager, and in 1953 he was appointed general sales manager. Mr. Sweitzer retired April 16, 1956.

Calendar . . .

1957

JUNE 16-18	Florida Concrete and Products Association — 1957 Annual Convention — Golden Gate Hotel — Miami Beach, Florida.
JUNE 16-21	American Society For Testing Materials—1957 Annual Meeting—Chalfonte-Haddon Hall—Atlantic City, New Jersey.
JUNE 23-29	2nd International Congress of Precast Concrete — Machinery Convention — Wiesbaden, Germany.
JUNE 24-25	Wire Reinforcement Institute — Spring Meeting — The Greenbrier — White Sulphur Springs, West Virginia.
JUNE 24-29	Concrete Reinforcing Steel Institute — 33rd Annual Meeting — The Greenbrier — White Sulphur Springs, West Virginia.
JULY 29-AUGUST 2	University of California in Cooperation with The Prestressed Concrete Institute, International Federation de la Precontrainte, American Concrete Institute, American Society of Civil Engineers—International Conference on Prestressed Concrete — San Francisco, California.
JULY 29-AUGUST 2	Prestressed Concrete Institute — Third Annual Meeting — San Francisco, California.
AUGUST 25-31	National Ready Mixed Concrete Association — Semi-Annual Board of Directors' Meeting — Manoir-Richelieu — Murray Bay, Quebec, Canada.

Pumice Institute Board Elects Officers for 1957

The Pumice Institue elected the following officers for 1957 at its annual board of directors meeting in San Francisco.

The new president is William E. Miller of The Central Oregon Pumice Company, Bend, Oregon, and vice president is Rodney Gordenker, Thompson Pumice Company, Tionesta, California. Retiring president R. W. Alley, Jr., General Pumice Corporation, Santa Fe, New Mexico, was elected treasurer, and the secretary is Lloyd Williamson of Williamson Pumice Company, Bend, Oregon.

The board of directors outlined the program for 1957 to include an increase in advertising and promotional effort and a continuation of its extensive research program at the Research Foundation of the University of Toledo in Ohio.

■

Talks for Safety Sessions are Subject of Booklet

Book 7, "Five Minute Safety Talks for Foremen", published recently by the National Safety Council, contains 52 talks on accident prevention. The outline and text are suitable for either informal or scheduled training sessions. Included is material on vacation safety, smoking, horseplay, lung safety and hot weather hints.

The booklet was prepared for the council by Roland F. Blake, safety engineer. Further information and prices are available at the National Safety Council, 425 North Michigan Avenue, Chicago 11, Illinois.

■

Concrete Incorporated Wins Advertising Award

Concrete Facts, the external house organ of Concrete Incorporated, St. Louis, was awarded a plaque last year as one of the most outstanding publications of its type by the Affiliated Advertising Agencies Network. Entries competing with *Concrete Facts* in the national competition were submitted from 42 cities throughout the United States and Canada.

Everybody's Business

CONSTRUCTION

- The general slowdown—or slump—of construction remains at, or near the top of the list of items pointing up a definite weakness in the national economy.
- On the heavy construction side, the contract figures for the first 14 weeks of this year evidenced a decline over the year-ago totals. According to *Engineering News-Record,* the first few months of 1957, though still high in comparison with previous years (other than 1956), was 20 per cent behind the like period last year. These 1957 figures, were buoyed up by some of the early highway construction program contracts.
- Many of the forecasters who, near the start of the year, predicted a figure near the one million mark for housing starts this year are beginning to wonder if even this, then-pessimistic prediction might not prove optimistic in the long run.
- Housing starts, running at an annual rate of 880,000 units in March, were at their lowest level since February 1949.
- This drop touched off a number of protests from home builders. George S. Goodyear, president of the National Association of Homebuilders, voiced a host of bitter feelings over the extremely tight money market in his statement to Congress, the Administration, and the Federal Reserve Board. He said they should ". . . stop gambling with the welfare of the American people."
- Offsetting these darker pictures somewhat, the Government figures for construction outlays in the first quarter of 1957 were four per cent above 1956. Their totals came to nearly $9.2 billion. On a seasonally adjusted basis, this would mean a total of $44.8 billion for construction expenditures during 1957.

MONEY

- The *Wall Street Journal* reported this portrait of $1 billion, originally produced by the Pentagon's big spenders: A man starting in 327 B.C. to give away $100 an hour, working 12 hours a day, 365 days a year, wouldn't yet have run through a billion.

PRICES

- Cement prices per barrel went up 15 cents at a number of Eastern mills, effective April 1st. These increases affected the areas around New York, Baltimore, Boston, and Philadelphia.
- Gasoline prices, which were raised in January to compensate for possible shortages developing from the blocked Suez Canal, are expected to continue at their present levels, even though the canal is now opening for shipping.

PRODUCTION

- March and early April recorded another climb in industrial production, according to the Federal Reserve board. Though somewhat seasonal, the rise pegged the output of mines and factories at 148 per cent of the 1947-49 average. This is one per cent above February, this year, and five per cent above the March 1956 figures.
- Coupled with this production rise, the figures for employment rose in March to make the number of jobholders the highest for any March on record.

MODERNIZE NOW.... with BERGEN BLOCK PLANT EQUIPMENT

OUTMODED, worn equipment slows down production — cuts profits. Why not modernize with new High-Production Bergen equipment? For example, the new Bergen "Shock-Proof" Front Pallet Feeder, like all Bergen equipment, is designed to give you better block and higher production. You'll surely want to know all about the new design features of the Bergen Front Pallet Feeder as well as Bergen's High-Production Tri-Matic Block Machine.

WRITE
for free literature & prices
or PHONE "COLLECT"
NUTLEY (N.J.), 2-7300

BERGEN MANUFACTURES A COMPLETE LINE OF BLOCK PLANT EQUIPMENT

LIGHT-WEIGHT HOIST
SKIP-HOIST
MASTER CONTROL PANEL
ZEROMATIC HEIGHT & DENSITY CONTROL
MOLD REPAIR TABLE

and a full line of plant maintenance equipment, parts, and repair service.

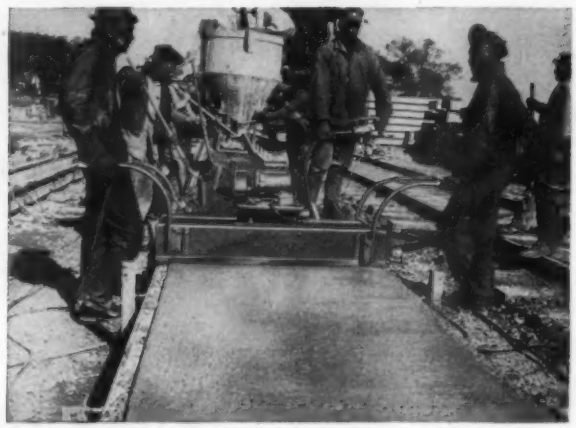
BERGEN
MACHINE & TOOL CO., INC.
NUTLEY, NEW JERSEY
Cable address: "BERGENCO" (Nutley, N. J.)

STOW DEVELOPS TWO NEW PRODUCTS FOR PRECAST WORK

POWER MIDGET VIBRATOR

The manufacturers of precast concrete products have long needed a vibrator head "to work in the narrow forms we use" . . . a head about 1¼" in diameter. For a long time it was thought improbable that a head *this* small could really do any work.
Now, Stow Manufacturing Co. has developed a vibrator with a 1¼" head that really packs a wallop. It is powered by a ½ HP universal motor, with trigger switch, which drives the head at 12,000 VPM. Thoroughly field tested, the Power Midget is ideal for precast work, perfect for any job where narrow forms are required (bank vaults, manholes, etc.).

TWIN BEAM VIBRATING SCREED



In addition to the Power Midget Vibrator, Stow Manufacturing Co. has developed and thoroughly tested this revolutionary machine for striking off thin precast slabs; a vibrating screed with two beams. Working with this Twin Beam Screed gives the effect of making two passes at once. The vibrating head transmits the vibration evenly to both beams. Thus as the screed is worked along, the first beam strikes off the concrete, while the second beam gives the concrete a final finish! For more information on the Power Midget Vibrator, or the Twin Beam Screed, contact your Stow Distributor. In most cities, you'll find him listed under "Concrete Vibrators" in the yellow section of your telephone directory. Or, if you prefer, send in the coupon below.
For complete information on Vibrators, Screeds, Rota-Trowels, Concrete Grinders, write for Stow Catalog 560.

STOW MANUFACTURING CO. 276 Shear Street Binghamton, N. Y.

Please send me literature and specifications on the Stow Power Midget Vibrator and the Twin Beam Screed.

NAME ..... STREET .....

COMPANY ..... CITY ..... STATE .....

6,000,000 Block Order Placed with Superlite

John F. Long, developer of the 2,000-home Maryvale community in suburban Phoenix, contracted with Superlite Builders Supply Company of Phoenix for 6,000,000 volcanic scoria (cinder) block worth $750,000. It is believed to be the largest single order for block to be used in home construction ever placed in this country.

Details of the contract were worked out by Mr. Long, and by Superlite general manager Paul M. Thomas and general sales manager M. E. Wagoner. Mr. Wagoner estimated that the contract supplies enough block to build 3,000 homes. Two trucks will be assigned full-time delivery of block to the Maryvale community development, where Mr. Long is completing seven to nine new homes a day.

■

Dodge Reports February's Construction Volume Down

Construction contracts in the United States in February totalled $2,161,009,000, a decline of three percent below February of last year, according to F. W. Dodge Corporation. This decline offset a small increase in January, so that the first two months together show no change from the same period of 1956.

The decline in February was entirely accounted for by the private-ownership sector of construction. Contracts for publicly-owned projects increased substantially; these public contracts accounted for 39 percent of the total in February, 1957 as compared with only 33 percent in February, 1956.

The dollar volume of residential contracts in February was $875,486,000, a decline of seven percent below the same month of last year. The number of dwelling units represented by these residential contracts was 68,632, or 12 percent below February, 1956. The difference between the percentage drop in dollars and in units is accounted for by a trend toward higher price tags on housing units.

Non-residential building contracts in February totalled $820,038,000, an increase of 10 percent over February of last year. Manufacturing and commercial building categories declined, both by seven percent, but

all other major non-residential building types increased.

Contracts for heavy engineering categories amounted to $465,485,000, down 13 percent from February of last year. This decrease was the combined result of a sharp drop in public works contracts partly offset by a sharp increase in public utilities.

Figures for the first two months of 1957, with percent increase or decrease from the same period of 1956, are as follows: Non-residential building, $1,734,206,000, up 13 percent; residential building, $1,692,052,000, down four percent; heavy engineering, $1,034,305,000, down 11 percent; and total construction, $4,460,563,000, approximately the same as last year.

■

Study of Concrete Notes Danger of Early Salting

Two aspects of concrete pavement deterioration in Maine were discussed in a prize-winning paper submitted to the Maine Good Roads Association.

One point, brought out in the paper of Andrew Adams, research engineer with the Maine Highway Department, concerned the effect of salts used as a de-icing agent on highways. The paper suggested their use should be put off until the second winter after construction. By then the concrete would be better able to resist the corrosive qualities of the salts.

The other point brought out was that bridge structures using concrete with granite aggregates withstood time better than those using shale aggregates.

■

North Carolina Officers Installed at Convention

The North Carolina Concrete Masonry Association installed new officers during its annual convention at Pinehurst. James D. Adams will take over as president, with George S. Sennicks as his vice president and W. P. Duff, Jr., as secretary-treasurer. New directors of the association are John E. Kelly, Earl West, Jr., Roy W. King, George D. Owens, J. E. Caudill, J. A. Thompson, and W. L. Fuller.

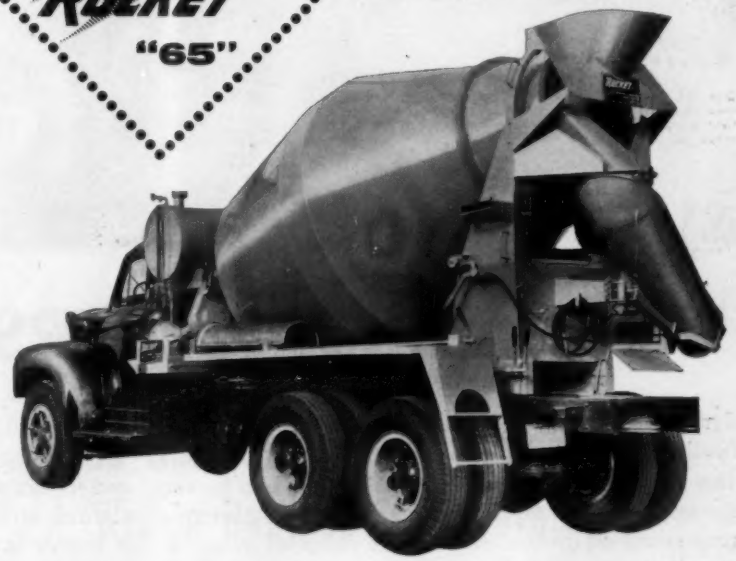
Combination WORKhorse and RACEhorse! that's

The new ROCKET "65"

Seldom do you find a piece of machinery that combines the strength, durability and dependability of a WORKhorse with the speed and mobility of a RACEhorse. But that's what ready-mix operators are saying about the new Rocket "65"—a versatile 6½ to 7 yard mixer. The Rocket is designed and engineered to operate for years at maximum efficiency, with surprisingly little maintenance. Every conceivable ease-of-operation feature, *plus* tremendous strength, has been *built in*.

After you've bought a Rocket, you'll agree that it is both the workhorse *and* racehorse of your fleet!

Also available in 3, 3½, 4, 4½, 5, 5½, 6 and 6½ yd. models.



ALL THESE FEATURES *at* NO EXTRA COST!

HYDRAULIC CHUTE CONTROL Is fully automatic. Controls grouped for easy access.

ALUMINUM EXTENSION CHUTE attaches to 36" fold-over addition to main chute. Total discharge chute: 12' 6".

ELECTRIC REVOLUTION COUNTER kit included; you can handle most specifications with the Rocket!

SPECIAL ALLOY, abrasion resisting steel used at all wear points.

UNOBSTRUCTED HOPPER, for rapid charging, no spilling or waste.

POSITIVE CHAIN DRIVE, flexible power, not affected by truck twist, road shock.

STANDARD INDUSTRIAL ENGINE, truck-type transmission. Repair parts readily available.

THREE-POINT SUSPENSION, one-piece cast steel precision machined ring.

DEMAND THE BADGE OF DEPENDABILITY

CONCRETE TRANSPORT MIXER CO.

MAIL THIS COUPON TODAY!

Gentlemen: Please rush full information, prices and terms on the following:

☐ New Rocket Revolving Drum Truck Mixer t
☐ Hi-Lo Stationary Drum Mixer
☐ Batching Equipment ☐ Water Meters
☐ Material Handling Equipment

Name_____
Firm_____
Address_____
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4983 FYLER AVE., ST. LOUIS 9, MO. FLanders 2-7800

One of five F-55 Feeders feeding sand and gravel to belt conveyor that supplies batching bins in concrete plant.

SYNTRON

VIBRA-FLOW

VIBRATORY FEEDERS

Reduce costs—Increase production.

Syntron builds a line of bulk material feeders designed for versatility, flexibility, dependability and long lasting service.

The output of Syntron Vibratory Feeders can be regulated to match the capacities of mixers, batchers, screens, conveyor belts and other processing equipment. Their wide range of material flow from a few pounds to hundreds of tons per hour, can be controlled automatically by your operation—response to changes in production schedules is immediate, adjusting material flow to fit the job. Syntron's years of experience in the bulk materials handling field assures peak performance under almost every condition with almost every type of material —damp or dry, hot or cold, fine sand and cement or coarse gravel with a minimum of maintenance. Write, giving the details of your materials handling problem and our engineers will work with you in selecting the proper feeder.

Builders of Quality Equipment for more than a Quarter-Century.

Other SYNTRON Equipment of proven Dependable Quality

MASS CONCRETE VIBRATORS

VIBRATING CONCRETE FLOATS

TEST SIEVE SHAKERS

Write for complete catalog data — FREE

Concrete Masonry Story Depicted in Color Film

A new color-sound film which dramatically portrays the manufacture, versatility, and beauty of concrete block has been released in two slightly different versions — one by the National Concrete Masonry Association and the other by the Portland Cement Association. The movie was given its first public showing at the St. Louis convention of the National Concrete Masonry Association.

Entitled *The Concrete Masonry Story*, the 20-minute motion picture traces block making from its early, rock-face period to the contemporary production facilities.

Uses of concrete masonry are detailed through shots showing block craftsmanship in homes, buildings, schools, churches, and motels.

NCMA members may either purchase this version ($100 plus shipping charges) or rent it ($20 per week plus shipping charges). The PCA version can be obtained for $100, or it can be borrowed from any of the district offices.

■

Increased Perlite Sales Predicted by Institute

Sales of perlite will reach a new peak this year of more than $15,000,000 in spite of declines in some segments of the building industry. This prediction was made recently at the eighth annual meeting of the Perlite Institute. Richard S. Funk, administrative secretary of the institute, stated that of the total perlite production, 19 per cent went into insulating concrete for roof deck construction.

■

Iowa Association Elects New Officers at Meeting

Robert E. Arthur of Washington, Iowa, was elected president of the Iowa Ready Mixed Concrete Association. He succeeds Howard Macy of Lynnville. Others elected at the group's annual convention on March 15 were vice president, George R. Bathe, Omaha, Nebraska, and directors Lyle Rhoads, Des Moines; John Jacobson, Marshalltown; and Robert Brooks, Waverly.

Produce Guide to Use of Concrete Products

A manual to help engineers, architects, and contractors improve quality and correct errors of design and construction with concrete products is being produced by members of the Florida Concrete and Products Association.

The manual also will include a master index of all the concrete products made by Association members.

After it has been reviewed locally and by national organizations and after it is printed later this year, members of the Association will distribute the manual free to builders, contractors, architects and engineers in their areas.

■

"Just Follow the Yellow 'Til you Hit the Blue . . ."

Tinted roads as a driving aid may become a reality in Germany, where experts are trying out coloring agents in concrete. As reported by the West Germany Bulletin, the idea is to have one road color leading to the center of town and another color on roads going to arterial highways. The additive method, in contrast to painting the surfaces, would make the roads both weather- and wear-resistant.

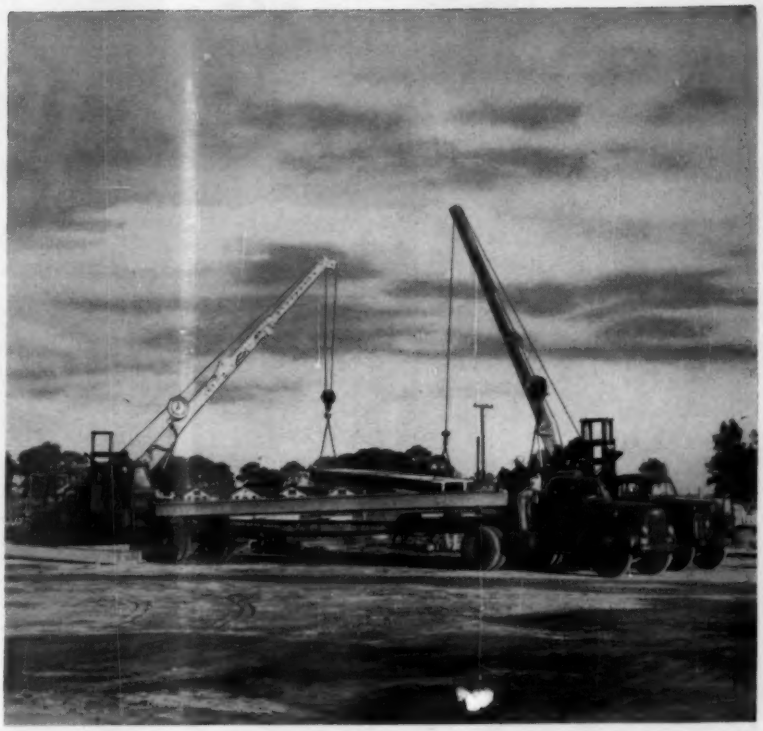
■

Council Lists 7 Steps of Industrial Safety

"Seven Steps to Safety," a leaflet produced by the National Safety Council, gives the following as a concise statement of principles of industrial safety:

1. Insist on safety.
2. Assign someone to help on details.
3. Locate trouble spots.
4. Make the job safe.
5. Control unsafe habits.
6. Keep simple records.
7. Get employees into the act.

Single copies of "Seven Steps to Safety" may be obtained on request from the Small Business Program, National Safety Council, 425 N. Michigan Ave., Chicago 11, Illinois.



Shown handling a 40-ft. precast double Tee concrete girder are two Bucyrus-Erie Hydrocranes — one a Model H-5, the other an H-3. The cranes are part of a fleet of five Hydrocranes owned by the West Coast Shell Company, Sarasota, Florida.

Less Gear Shift — More Work Shift With a Bucyrus-Erie Hydrocrane

Ordinary crane carriers can't match a truck-mounted Hydrocrane for speed and maneuverability on the highway. The result — the Hydrocrane wastes less time on the road; gives you more profit hours on the job.

Compact size so important in traffic gives you extra leeway for maneuvering in narrow alleys, between buildings or even inside structures. Extremely short tail swing permits working in these close quarters where ordinary cranes have difficulty getting in.

Telescoping boom that retracts neatly over the cab during travel extends and retracts hydraulically while working — reaches out to set precast slabs or beams — slips under branches and wires to pick up blocks, buckets or buggies; reaches over trucks and stockpiled materials.

And there's plenty of capacity and reach. The 10-ton Model H-5 has a maximum boom length of 50 feet (plus 10- or 20-ft. jibs); the 5-ton H-3, 38 feet (plus 10- or 18-ft. jibs). Find out all the reasons why Hydrocranes are solid favorites in the concrete industries. See your Bucyrus-Erie distributor for full details.

190H57

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SOUTH MILWAUKEE, WISCONSIN

Increase your profits with *efficient* car unloading

If unloading aggregates requires several men working in railroad cars, it's time that you investigate the National Car Shaker. Keep your men on their regular jobs. Only *one* man operates the National; but with it, he unloads cars faster by many minutes.

The result is greater profits for you.

The National Car Shaker combines low cost with the best engineering principles — all-welded box girder frame, patented rubber-to-rubber motor mount, hardened bolts and nuts, and triple V-belt drive.

The first National produced is still in daily use after eight years of the roughest work.

Write for full information on the profit-making National Car Shaker today — right now!

NATIONAL CONVEYOR

AND

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Elect Woitscheck Officer of N.J. Products Group

Unintentionally, incoming vice-president Fred Woitscheck was not listed with the other new officers of the New Jersey State Concrete Products Association, March issue of CONCRETE. Mr. Woitscheck, Hi-Way Cinder Block Company, also assumed office at the association's annual meeting, held January 10, at the Ridgefield Lodge, Ridgefield, New Jersey.

Ex-officio members of the board of directors of the New Jersey association include W. J. Decker, executive secretary of the association and retired president of the Rock-Crete Corporation, Ridgefield, New Jersey; and Albert J. Faber, Faber Cement Block Company, Paramus, New Jersey.

■

Cement Production

Production of finished portland cement in January 1957, as reported by 158 plants to the Bureau of Mines, Department of the Interior, totaled 19,308,000 barrels. This represented a decrease of 10 per cent from January 1956.

Mill shipments for this January took an 11 per cent nose dive from last year's figures. They totaled 11,805,000 barrels, compared to 13,273,000 barrels in January 1956. Six districts, with northern California at the top, saw a rise in shipments, and 17, including the Illinois, Indiana - Kentucky - Wisconsin, and Michigan districts, showed decreases.

January 31 found mill stocks of 29,819,000 barrels on hand. This was 17 per cent more than the 25,454,000 barrels stocked at the end of January 1956.

■

Falls, No. 2 Accidental Killer During Year, 1956

Since falls killed approximately 20,000 people during 1956 — a rate of 55 persons per day — the National Safety Council has announced a year-long campaign against accidental falls. Falls accounted for more accidental deaths last year than any other cause except traffic accidents.

Michigan Group Officers and Directors are Named

Officers and directors were elected at the fifth annual meeting of the Michigan Ready Mixed Concrete Association, Incorporated, at Lansing on April 11th.

The roster includes Donald Battjes, Battle Creek Gravel Company, Battle Creek as president; Jack Winkworth of Winkworth Fuel and Supply in Detroit, vice president; and Roy Winters, Certified Concrete, Incorporated, Muskegon, as treasurer. J. Revell Hopkins of Lansing takes over as secretary, and his assistant is Robert J. Fox, also of Lansing.

The newly elected directors include Ray Catsman of Catsman Coal Company, Flint; Lloyd Estey, Ray Sablain, Incorporated, Lansing; and George DeClerk, DeClerk Industries, Incorporated, Detroit.

■

Floyd J. Childs Elected President of Texas Group

F. J. Childs

New officers were elected during the business meeting of the Texas Ready Mixed Concrete Association at its April 13-14 convention in Galveston. To take over the presidential gavel is Floyd J. Childs, president of the Childs Ready Mixed Concrete Company of Abilene.

Fellow officers of Mr. Childs are Dan R. Parker, South End Building Materials, Houston, first vice president, and Rai Kelso, of W. A. Kelso Building Materials in Galveston, second vice president. Ray L. Cain was re-elected executive-secretary and will continue on in the headquarters at Austin.

New directors named were Gene Mobly, Cliff-Crete Company, Dallas; Harry Coon, South Texas Materials Company, Incorporated, Corpus Christi; and Jack Foley of Wichita Sand and Gravel Company, Wichita Falls. Outgoing president Weaver Cunningham, West Texas Concrete Products Company, Odessa, also becomes a director.

CONCRETE MANUFACTURERS!

SEE...

"CONCRETE PROGRESS"

The concrete industry's new sound color movie dedicated exclusively to materials handling ideas.

This is a 17-minute movie in color and sound, which your Hyster Dealer will arrange to show you. The film *shows* many time and money-saving handling techniques used by concrete manufacturers to reduce costs (and increase profits).

ASK FOR THIS FREE BOOKLET

"Effective Ideas for Handling Concrete Products"—a 28-page booklet showing actual handling methods used by concrete manufacturers who have successfully reduced handling costs. Illustrated are many special attachments available for use with lift trucks. Your Hyster Dealer can help you reduce handling costs in your operation. Call him today.

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Hyster Industrial Trucks Increase Profits for Concrete Products Manufacturers

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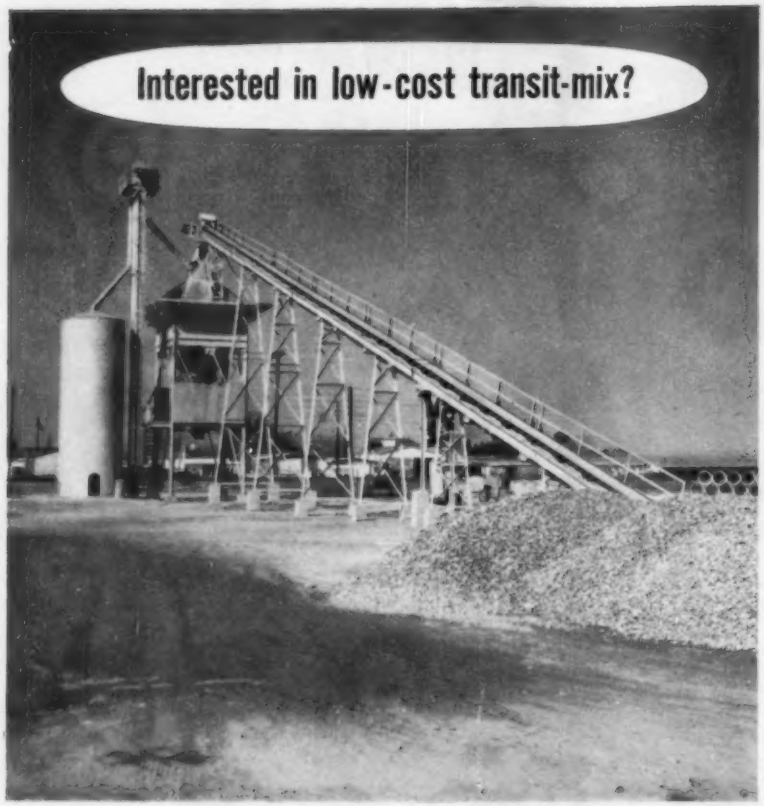
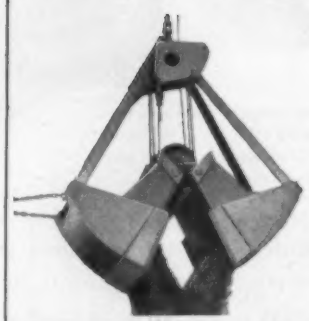
FACTORIES: Portland, Oregon; Danville, Illinois; Peoria, Illinois; Nijmegen, The Netherlands

Interested in low-cost transit-mix?



Take a quick look into this efficient set-up. Plant is built around a Johnson 120 cu. yd., Step-by-Step bin, with 4 aggregate compartments and central cement tank. Aggregates are fed to plant by inclined conveyor. (This type bin also suitable for charging aggregates with bucket elevator.) Pivoted distributor at top of plant directs the flow of aggregates into proper bin compartment.

110-bbl. central cement tank accommodates 1 or 2 types of cement, and is charged by vertical bucket elevator. 2-way valve at elevator head-section feeds cement, as needed, into bin or to ground-storage silo. Johnson Concentric aggregate-cement batcher weighs out all materials at top speed, and with pinpoint accuracy. This Johnson plant is available in 60 or 120 cu. yd. sizes; also can be arranged for central-mix or concrete products operation — with manual or push-button controls. For more complete information, contact your Johnson distributor, or write us.



For charging bins . . . stockpiling sand and aggregates, check Johnson wide-rehandling Clamshell Buckets . . . 8 sizes, from ⅜ to 2 cu. yds. They're all-welded, smooth inside and out . . . fast-filling, quick-cleaning. Manganese cutting edge toughens with use. Other types and sizes up to 3 cubic yards.

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To: C. S. JOHNSON CO., Champaign, Illinois

Send bulletins on: ☐ Transit-Mix Plants ☐ Clamshell Buckets

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CONCRETE PLANTS • BINS • RECEIVING HOPPERS • ELEVATORS • SILOS • BUCKETS

PLANT NOTES

The Witte Ready Mix Concrete Company of Calamus and DeWitt, Iowa, has expanded its operations by the purchase of the ready-mix division of Frank and Sons, also of DeWitt.

Universal Concrete Pipe Division of the American-Marietta Company has announced plans for relocation of present facilities in larger quarters on a 20-acre site in the Rochester area. Construction was slated to begin April 1 with occupancy expected a year later.

The Ready-Mix Concrete and Lumber Company has been opened in Algona, Iowa.

Maule Industries, Incorporated, of Miami have acquired complete control of the building supply division of Burnup and Sims at Fort Pierce, Florida, including real estate and equipment. This transaction is similar to the previous purchase of Burnup and Sims property at Palm Beach.

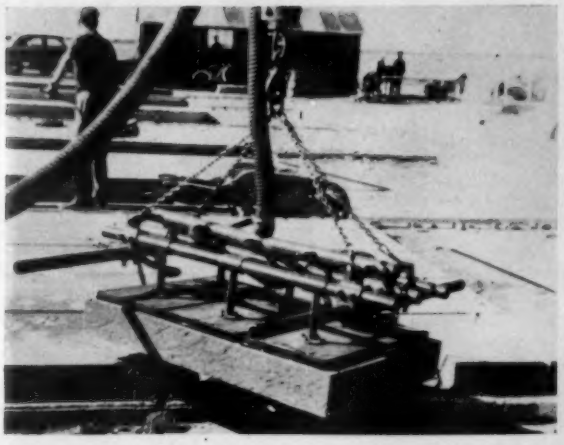
The DeLuke Readi-Mix Corporation of Schenectady, New York, is building a ready-mix plant at Voorheesville, New York.

The Citizens Coal and Concrete Company of Parkersburg, West Virginia, is building an addition and installing new facilities that will double their production of concrete block.

Virginia Prestressed Concrete Corporation of Cambria, Virginia, has purchased 6.78 acres in Roanoke County as a site for a proposed $125,000 casting plant. The new plant is expected to be twice the size of the Cambria location and will be equipped to turn out a larger variety of prestressed concrete beams.

Newly incorporated in Morehead, Kentucky, is the Carr-Lancaster Block Company for the manufacture of concrete blocks and cinder products.

Hoisting Concrete With a Vacuum



● Precast concrete slab about to be positioned by a vacuum lifting mat. Since the mat area is large in relation to the slab, stresses in the load are less than when the support is confined to a small area.

It is now possible to lift with rubber vacuum mats loads of all types and of almost any weight—this includes lifting precast concrete products, ranging from roof shells to large slabs, to pipe and structural members.

Loads of up to 50 tons already have been handled by this method in England. Slabs of some 13 feet by 9 feet have been hoisted with mats in one operation and with relatively simple tackle. The maximum lifting capacity produced by vacuum is 600 pounds per square foot in a horizontal plane and 400 pounds per square foot in a vertical plane.

In this method of lifting by rubber mat, the air between the mat and the precast element is first evacuated, and the element is lifted by friction set up between its surface and the rubber strips.

In order to obtain full use of this lifting power, the surface area of the rubber strips must be capable of providing the friction required. The mats are large in relation to the area of the load to be raised and are in intimate contact with the surface; consequently, stresses and strains in the load are not so great as when the weight is confined to small areas of support.

Of importance is the fact that this method of lifting precast concrete forms with vacuum makes it relatively simple to hoist large elements without first providing the usual "handling" reinforcement. In fact, plain unreinforced concrete beams and slabs can be so lifted and swung into position, so that strands for post-tensioning can be inserted in the ducts previously cast in the concrete section.

It should not be thought that only flat objects can be lifted by vacuum mats. The rubber can be planted on objects of many shapes (concrete pipe and curved slabs), and once the vacuum is applied, the grip is secure. The nature of the link between the load and the rubber mat is gentle, and therefore, the precast product is not likely to be damaged while it is being hoisted onto a truck or into position at the site.

This property of adhesion by suction has given rise to another novel use of the rubber strips. A "Kango" hammer for vibrating the mix in a form was secured to the form's outside by means of small vacuum pads, and then set in operation. After the required amount of vibration, it was a simple matter to break the vacuum and reposition the hammer so as to carry on the operation.

● Even curved concrete sections, such as this large diameter pipe, can be hoisted with rubber vacuum mats. Up to 400 pounds per square foot can be raised with the mats attached to the section in a vertical plane.

● Here a precast roof shell is being lowered into position. Sections up to 13 feet x 9 feet, and weighing as much as 50 tons have been lifted by this vacuum-mat method.

Depreciation Regulation

By
JOHN W.
MURPHY

Union Sand
and Gravel Co.

Presented
To The NRMCA
in Los Angeles

WHEN a person talks about depreciation law, regulations, or theory, some immediate problems arise. Different companies look on their depreciation problems in different ways — different companies are trying to attain different end results. For example a large, well-established, publicly held corporation might wish to spread its depreciation evenly over the maximum life of its assets so as to show the best possible dividend record, while a new, privately owned company might wish maximum depreciation deductions now so funds would be available for expansion or payment of debt.

It would not appear necessary that the theory and the reason for depreciation be gone into at any length. It is known, and the Treasury Department recognizes, that funds from a business put into equipment must be recovered. That is what depreciation does for the producer, even though in times of a rising price level the amount returned to the company through such deductions is inadequate to replace the equipment that we are wearing out.

In mid-summer of 1954 the tax law passed by the Congress permitted certain changes in methods of depreciating fixed assets. During June of 1956, last summer, the Treasury Department finally issued regulations on the depreciation features of the law passed in 1954, and it is about these regulations we wish to talk today.

In my opinion there are three main areas where significant changes were made by the new regulations.

The Internal Revenue Service now takes a different viewpoint on useful life than has been taken previously. The second area of interest concerns salvage value and how it is handled in calculating depreciation, and thirdly the regulations as they concern retirements.

First as regards the new regulations and their viewpoint of useful life. They state that useful life is the period over which the asset may reasonably be expected to be useful to the taxpayer, and it is specifically stated that useful life is not the life that is inherent or built into the machine generally.

Basically the government wishes to use the experience of each individual taxpayer in calculating the useful life of his assets. For example, if a producer has been keeping truck mixers for four years and then getting rid of them he could use a depreciation rate based on a four year useful life. The same would be true for a producer who kept such equipment for eight years before disposing of it. In his case a depreciation rate based on an eight year life would be the correct one. Very probably an agent would take a jaundiced view of a producer who was actually keeping his truck mixers for eight years, but taking a depreciation rate based on a four year life.

Treasury Bulletin F which came out originally many years ago is well known to all producers. This table was set up as a guide for treasury agents to help them in auditing depreciation rates. Under the new regulations it is the experience of the individual taxpayer, how long he has actually been using certain types of equipment, that is the chief criterion of the rate to which he is entitled.

It is a little difficult to see then how any table could be used by agents as a guide in auditing taxpayers with any history of depreciation practices. The Treasury Department, however, has now come out with a statement which in essence says, that they hope to come out with a new Bulletin F which would be revised in light of present machines and conditions.

Notwithstanding this apparent contradiction, the stated policy of the Internal Revenue Service is generally not to disturb depreciation deductions except where there is clear and convincing basis for a change. Such a clear and convincing basis would be apparent in the case of the operator keeping truck mixers eight years but depreciating them in four.

Second area of change discussed here has to do with salvage value. In the past, many producers have given little effect to expected salvage value in calculating depreciation on machines and equipment. It was less important in the past because depreciation rates were often calculated on the useful life inherent in a machine, hence salvage, in many cases, was nominal and amounted to little more than scrap value. Under the new regulations the salvage value of a machine becomes an important part of our depreciation calculations.

Salvage value is defined as the amount determined at the time of acquisition, which it is estimated will be realizable upon sale or other disposition of an asset when it is no longer useful to the taxpayer in his trade or business. Salvage value may be changed during the life of the asset if useful life is changed.

Here again the policy of the individual company will have much to do with how salvage value is handled. If assets are customarily disposed of while still in good operating condition, salvage value may represent a large proportion of its original cost, but if assets are used until its inherent life is exhausted, salvage may be only scrap value.

Under the regulations, the owner may not depreciate below the reasonable salvage value. Thus, if a taxpayer has had a practice of taking high rates of depreciation leaving little or no residual value and then selling or trading for new equipment while the old equipment still has substantial value, the taxpayer should, under the new regulations, either take a lower rate which would give a more realistic book value at the time of disposal, or give effect to the high residual value by reducing the amount which is subject to depreciation.

It would appear that it will be more difficult for taxpayers to take capital gains on the sale of their used equipment.

If the declining balance method of depreciation is used, the producer need not set up a salvage value, but the regulations say the unit may not be depreciated below the reasonable salvage value.

The method of handling retirements is the third area in which there is a "new look." The retirement of an asset is a permanent withdrawal of depreciable property from use in trade or business or in the production of income.

The tax consequences of retirements under the new regulations will depend on a number of factors including the form of the transaction, the reason for the retirement, the timing, the estimated useful life used by the taxpayer in computing depreciation, and the method used by the taxpayer in accounting for his depreciable assets.

Generally speaking, everyone wants to take gains on the sale of used equipment at long-term capital gain rates and in all cases they would like to take as a deduction any loss on retirement. This result can be accomplished if the form of the transaction is carried out properly. An example of this would be on the sale opposed to trade in of used equipment on like new equipment. If the form of the transaction is a straight trade-in no capital gain would be allowed. If, however, the old equipment is sold under a bonafide sale and then new equipment purchased outright, any gain on the sale of the used equipment would be taken at capital gain rates. The company's tax counsel or accountant can give specific and valuable advice on the form the transaction should take in order to produce the desired result. In many cases it will pay to give some thought to how you wish to handle the retirement of equipment at the time you purchase it new, and adequate records and explanations can help a great deal in justifying the tax results of retirements.

Losses can be claimed and deducted where assets are permanently retired from the business whether they are sold or simply put in the scrap pile. Here again adequate records will be most helpful. These losses can be taken whether they are normal or abnormal retirements but they may only be taken when the taxpayer can justify the reason, the timing, and if he has used certain approved methods of accounting for his depreciation.

Abnormal retirements may be described as the withdrawal of an asset from operations at an earlier time than could be foreseen; for example, when the asset has been damaged by casualty or has lost its usefulness suddenly as the result of extraordinary obsolescence. Losses for such abnormal retirements may be deducted in full without expecting any trouble from the Treasury Department.

Loss on normal retirements where the asset is not sold, but is put in the scrap pile is not always recognized as an allowable deduction. However, if any producer accounts for and depreciates assets in groups rather than singly, it is suggested strongly that the owner become familiar with the regulations.

Under the new regulations, a taxpayer is permitted to use any one or more of certain methods of depreciation which he wishes. They are the straight-line method; the declining balance method which can be calculated at twice the straight-line rate, and the sum-of-the-year's-digits method. The last two permit accelerated depreciation during the early years of an asset's life. Incidentally, as regards the last named method of depreciation, it has always been somewhat cumbersome because of the calculations necessary to compute the depreciation. The new regulations have a table which will simplify the computation of depreciation under this sum-of-the-year's-digits method. Those who now use that method or contemplate starting to use it should become familiar with the table because it might reduce the mathematics necessary to calculate depreciation. As in the past, it is possible for a producer to enter into written agreements with the government as to depreciation rates. Once entered into these written agreements may not be changed.

It is important to remember that the declining balance and sum-of-the-year's-digits methods may only be used for tangible property which has a useful life of three years or more.

These methods also may only be used on new equipment and for equipment put into first use since January 1, 1954. It should be remembered that in the purchase of used equipment, it may not be depreciated on either the declining balance or sum-of-the-year's-digits methods.

No formal election is required to use the new methods of figuring depreciation. They may simply be used for the first taxable year of the life of any asset. An election to use one method of depreciating one asset is not binding on subsequent acquisitions of similar property. These subsequent acquisitions may be depreciated under any method as long as they are set up in separate accounts. Once a method for depreciating an asset has been chosen and used, no change may then be permitted for that particular asset or group of assets without the prior consent of the commissioner. A change in method of computing depreciation is a change in the method of accounting and such is only permitted with the approval of the commissioner. The one exception to this rule is that a change from the declining balance method to the straight-line method may be made at any time during the useful life of the property without consent.

Here, I might as well crawl out on a limb and make a few general recommendations on some of these questions. For the most part, we are growing companies in growing industries. We are trying to grow under restrictive income tax rates, and these factors color my thinking as I make the recommendations.

I first would recommend that one of the accelerated methods be used for most, if not all, depreciable assets. Two years ago in Miami, I made the remark that it seemed to me that on some of the longer lived assets, specifically those of perhaps 20 years or more, I thought the straight-line method still offered some advantages. I believe that in our company we would now use one of the accelerated methods for calculating depreciation on that type of asset.

Personally, I don't think there is a whole lot to choose between the declining balance and the sum-of-the-year's-digits method. Both have been chosen by well known and large companies. The declining balance method has the

advantage that you may change from it to the straight-line method without approval from the commissioner, however, many large companies have chosen the sum-of-the-year's-digits method. For example, in the middle of 1956 International Business Machines Corporation, the famous IBM, announced its swing to the sum-of-the-year's-digits method. It might be interesting to note that by the change they reduced taxable income for the first six months of 1956 by $2,500,000.00 and thereby effected a tax savings of $1,300,000.00.

It would appear wise for all to take a second look at the useful life we are using for our various assets. We should have in mind our company's policy on repairs, replacement, and retirement of assets.

I suggest that as far as practical you account for your depreciable assets as individual items rather than grouping them in any of the possible combinations. I believe it makes for greater flexibility.

It is going to be necessary for all of us to take a second look at the policies we are using in setting up salvage values at the time we purchase new equipment. Here again decisions made at the time of purchase can reduce potential trouble and be of benefit taxwise at the time of retirement or disposal of the assets.

We all have a great stake in the depreciation decisions that are made both in the field and in the courts. It will be beneficial to all of us if we are able to keep abreast of the current thinking of the Internal Revenue Agents on this very important question. It appears certain that they will now audit our depreciation rate much more thoroughly than has been done in the past few years.

Finally, because of the great stake we all have in depreciation, I believe we can see where present laws are working a distinct and grave hardship on companies with large investments in fixed assets. Somehow, in the not too distant future, I would like to see our depreciation laws changed so that in some way we may be able to recover through tax deductions sufficient funds for us to be able to replace the assets we depreciate. With present rising prices and high income tax rates, it is becoming most difficult to expand our businesses. The national economy requires expansion of our productive facilities, and I firmly believe that a change in our depreciation laws would permit us to expand that economy at the sacrifice of a minimum of loss in tax revenue. If the time ever comes when such a law has a chance of passage, I would certainly recommend in the strongest possible words that individually and as an association we get behind such proposed legislation with all the means at our command.

A Block of Concrete Revitalizes a Locomotive

Modern "mechanical" surgery has brought new life and vigor to a sick and travel-worn diesel locomotive by replacing its diesel engine with a block of concrete!

The subject: No. 1201, a 17-year-old diesel switcher, its worn out engine obsolete by modern standards and the locomotive generally beyond economical repair. That was before the Chicago and North Western Railway System's diesel doctors, under the direction of Earl L. Walston, general superintendent of motive power, went into consultation and decided to give it the "concrete treatment."

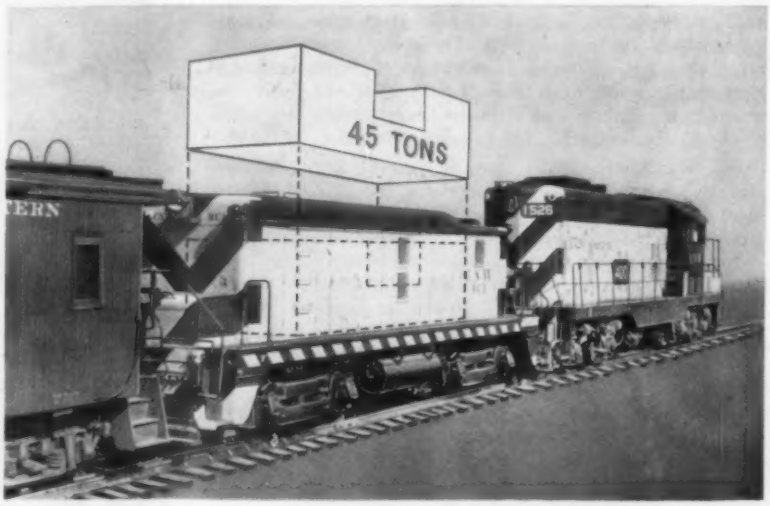
The 600 horsepower diesel engine, generator and accessory equipment, including the engineer's cab, were removed from the locomotive, and a block of concrete, supplied by Material Service Corporation, Chicago, was cast inside to compensate for the loss of weight. Only the electric traction motors geared to each axle were left intact and certain electrical changes made.

The result is a unit that has no engine or fuel. The key to its operation, however, is in its specialized future use as a "booster" coupled to a normal diesel engine, receiving electric power for its traction motors from the generator of the normal diesel locomotive to which it is coupled.

"As a booster engine," explained Walston, "it provides the traction of a second unit in moving freight trains at a fraction of the operating cost of normal diesel locomotives heretofore used for such purposes. Furthermore, it releases regular locomotives from such limited service for more profitable use elsewhere on the railroad."

Walston pointed out that by itself the transformed locomotive is helpless. It comes to life, however, when connected to a regular diesel locomotive from which it is completely controlled and from which it receives its electric power. As a "booster" unit it adds its efforts up to a maximum speed of 10 miles per hour.

"Such boosters offer substantial economies in certain railway operations at low speeds when the use of a second locomotive often is required," said Walston.



Hall of Block

A genuine "hall of learning" is providing government architects and engineers with more facts about concrete masonry.

Home of this concrete campus is the Federal Construction Products Center, located on the fifth floor of the General Services Building in Washington, D. C. Here product samples from every corner of the vast building materials field are stocked and indexed for the edification of government personnel.

From their visits to this all-inclusive showcase come the decisions determining what materials shall be earmarked for various public works and military projects.

The block display, sponsored by the National Concrete Masonry Association, occupies a prominent place at the Center. It consists of 19 separate wall panels, 14 of them lining the outside corridor at the north wing of the room and flanking the main entrance.

Over-all exhibit area totals 10,000 square feet — the largest wall area assigned exclusively to a single construction material.

Each panel features a different aggregate-type block. Units are modular in dimension and are laid up in varying patterns for contrast. These patterns embody ashlar, horizontal and vertical stack, diamond, basket-weave and running bonds. Moreover, joints have been given different tool treatments.

As a final touch, twin overhead spotlights have been installed 12 feet apart along the hall to emphasize individual texture, finish and color design.

The resultant effect is such that anyone strolling by this panorama of concrete masonry receives a visual education as to the versatility of the product.

Units fronting the corridor include the following: split block, crushed limestone, expanded slag, pumice, expanded clay, shale and slate, sand and gravel brick, cinder block and brick, Waylite, Celocrete, Solite, Superock and sand and gravel block.

Just within the entrance-way are panels of faced block; Spectra-Glaze, Chemstress and Marblox. Slump block is applied to a counter position which stretches from an adjoining office.

Every display panel extends to ceiling height (10 feet, 5 inches) except for the slump block section (4½ feet). All the concrete masonry was supplied by NCMA members.

Well over 200 companies have contributed their wares to the Center since its inception in 1955. Final completion date is set for early this year.

Although the Center is primarily set up for government employees, the public is welcome to view the exhibit.

The Center is organized under the joint auspices of the Armed Forces, Atomic Energy Commission and Public Buildings Service. It is directed by Walter H. McCartha, materials engineer.

It's Worth The Effort

Cleveland Builders Supply Company (Hugo Block Plant) reports record of 23 accident-free months.

● Sanke foot guards worn by Hugo plant workers protect an area extending from toe tips to top of instep. In addition, most of the men purchase safety shoes right at the plant.

In June, 1955, an employee of the Cleveland Builders Supply Company (Hugo Block Plant) forgot to duck. He spent the next two days in bed getting patched up.

Since then, the Hugo Plant has turned out nearly 15 million eight-inch equivalent units without a single lost-time injury.

Their notable achievement did not come about by accident. It is the result of a carefully organized program designed to wipe out on-the-job mishaps.

Safety at Hugo entails more than fancy slogans or multi-colored "beware" posters. It is a combination of adequate safeguards, employee incentives, and just plain common sense. Above all, management and labor have joined hands to cope with the problem on a full rather than part time basis.

Prior to 1954, Hugo's accident frequency rate was high. An average of seven workers a year stayed off the job because of plant injuries—most of them due to carelessness. The price was obviously costly in terms of lost man-hours and curtailed output. Company officials knew swift action had to be taken.

What they accomplished speaks for itself. During the past 23 months, the accident toll has remained at zero.

● Flashing backup lights are installed on tow motor trucks as a warning that vehicle is in motion.

Hugo has been acclaimed by the National Concrete Masonry Association as being the safest block plant in the nation manufacturing in excess of five million units annually.

Two men in particular are responsible for this proud feat. They are Ralph Reiner, Hugo plant superintendent, and Russell W. O'Rourke, safety director for Cleveland Builders Supply.

"We decided to tackle the problem right at its root", Reiner explains. "Our first task was to learn why accidents occurred in the first place."

As in the case of 1955's lone casualty, they found the chief cause of injuries stemmed from human error. Employees simply would not heed advice or consider the pitfalls.

Other causes were:

1. Block falling on toes.
2. Outmoded racks with broken welds.
3. Steel pallets dropping on feet.
4. Lifting mold boxes by hand (resulted in hernia and back injuries.)
5. Eye injuries from chippage unloosed when cleaning mold boxes.
6. Adjusting or cleaning machinery in operation.

Sifting this information, Reiner and O'Rourke mapped out a two-pronged attack. Their weapons were fundamental precautionary measures coupled with sound employee education.

"Some of the boys are apt to be forgetful", says Reiner. "Once in a while I'll spot a worker who is grinding without his glasses on. I just gaze at him with a smile and he invariably understands the communication. Then out pops the goggles."

Wearing safety shoes, while not compulsory, is highly urged. A truck-store specializing in this type of footgear makes periodic visits to the plant and outfits the men. Purchases can be arranged on the payroll deduction plan. Hugo also provides Sanke foot guards which shield both toes and instep.

"Hard" hats are passed around to those who may need head protection from falling objects. Everyone is constantly reminded to tuck in all loose garments when at work near a running machine.

Heavy stress is placed on good housekeeping. Floors and runways are swept clean of debris at least once a day. Trash and broken block are tossed in steel drums located throughout the plant and later carted off to the nearest dump.

Belt, chain and weight guards have been installed on all equipment deemed liable to inflict bodily harm.

Drivers are instructed that "cowboying" is strictly prohibited, and vehicles must halt at runways before crossing. Flashing red lights on the back of lift trucks warn personnel of approaching traffic. Smoking is not permitted in garages.

Safety literally pays off for the Hugo delivery truck driver. A plan has been effected whereby drivers get cash rewards for steering an accident-free course. If a driver goes four months without a chargeable violation, he receives $3. Another $3 is added to this original sum for each successive four-month period of safe-driving; so that after a year's time without a chargeable violation, he has received $3 + $6 + $9, or a total of $18.

Reports of all delivery truck accidents are brought before a Board of Review which determines whether the incident should be chargeable or not. The Board is composed of representatives from various Cleveland Builders Supply plants, plus a delegate from the plant whose driver is

● Three men spearheading safety program at Hugo Plant are (from left) Alvin Schwanke, assistant superintendent; Ralph Reiner, plant superintendent; and Russell W. O'Rourke, safety director for Cleveland Builders Supply Company. Mr. Reiner holds NCMA safety plaque which recognizes Hugo as the safest block plant in nation producing in excess of five million eight-inch units yearly.

● Eyes are shielded from flying pieces of metal by the wearing of safety glasses. Because the Hugo safety program insists that all workers wear goggles when performing jobs of this nature, only an occasional reminder is needed to keep the practice a habit.

involved. It is up to the delegate to report the Board's findings to the "defendant" as well as tell him why they arrived at such a decision.

Reiner holds a safety conference with his foremen about four or five times a year. The foremen in turn reveal highlights of these talks to their workers. O'Rourke visits the Hugo Plant twice a week for discussions with Reiner, in addition to seeing that the rules are enforced properly.

Reports on all injuries, no matter how minor, are submitted to the safety director and placed in a permanent file. In the event of a serious accident, O'Rourke is immediately notified and rushes to the hospital. A stretcher, blanket and first aid kit are available at the plant to handle emergency cases.

After each accident, O'Rourke meets with the individual to find out why he got hurt and point out how the mishap might have been averted. Those treated from small injuries are told what the serious consequences could have been.

All supervisory personnel are requested to enroll in a 10-week first aid training course conducted by a member of the Cleveland Builders staff. Any Hugo worker is welcome to participate if he so chooses.

Literature and booklets prepared by the Cleveland Safety Council and NCMA are frequently distributed to employees or posted on the bulletin board. Many subjects are covered, including safety at home, safety on the highway and safety on vacation.

Every new man must undergo a physical checkup before he starts work. He then receives a thorough safety indoctrination from Reiner, his assistant superintendent and immediate foreman. Close watch is maintained to see that the newcomer preforms his job correctly.

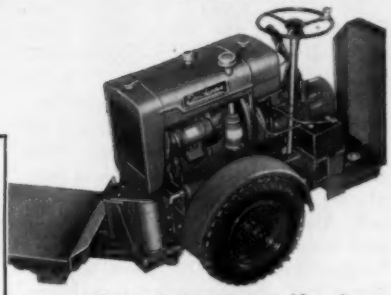
"You might say they're fully brainwashed", chuckles Reiner. "After all, we want to keep our streak intact."

put the *Erickson* "workhorse team" to work in *your* plant!

ERICKSON FK-60
FORK LIFT TRUCK

Here's the pair of Ericksons that have proven themselves the BACKBONE OF BLOCK PRODUCTION. Erickson's rugged dependability and long life have won its reputation as "the workhorse of lift trucks". Erickson trucks are custom-built to fit your needs.

ERICKSON AR-TIC-U-LATED
PLATFORM TRUCK



OVER 1,000 BLOCK PLANTS cut costs with *Erickson*

The ideal truck for the concrete industry. Ericksons have a proven 30-year record for low-cost handling cubed blocks in the yard — stockpiling, loading and unloading delivery trucks.

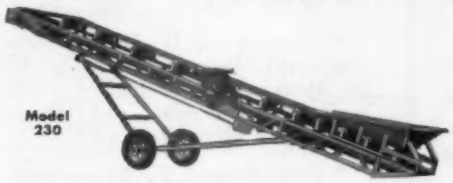
A revolutionary new idea for speed and maneuverability handling heavy loads in close quarters. This new Erickson is AR-TIC-U-LATED—with a pivot between platform and drive wheels which gives the effect of 4-wheel steering. Platform beds up to 10 or 12 feet long.

ERICKSON POWER LIFT TRUCKS, Inc.

221 St. Anthony Blvd. N. E. • Minneapolis 13, Minn.

BAUGHMAN CONVEYORS COST LESS!

Ideal plant location, the economies of production-line manufacturing, the money-saving skills that come from years of specialized experience — these and many other factors combine to make possible the well-known Baughman line of conveyors . . . the line that offers so much for less. For example:



Model 230

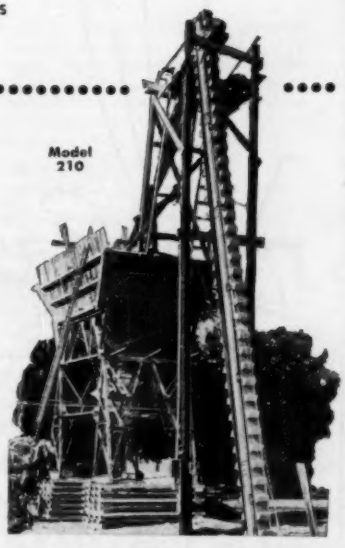
PORTABLE TROUGHED BELT CONVEYOR

Standardized and "job-fitted" to match your needs . . . belt width 16" to 30" . . . lengths — 18' to 46'. Powered by gasoline or electric motor. Write for Bulletin A-296.

BELT & BUCKET ELEVATOR

Sectional "job-fitted" construction. Spaced buckets. Bucket widths from 9" to 15" . . . lengths from 20' to 60'. Capacity of 50 tons per hour for 100-lb. material with 11" x 6" x 6" buckets. Write for Bulletin A-392.

Model 210



"BAUGHMAN — the Thriftiest Name in Material Handling"

BAUGHMAN "HI-SPEED" CONVEYORS

- Troughed belt
- Screw & Spiral
- Stationary or Portable
- Standard or Custom Made

BAUGHMAN

BAUGHMAN MANUFACTURING CO., INC.

102 ARCH STREET • JERSEYVILLE, ILLINOIS

Sales CLINIC

To Illustrate

Creativity applied to selling can bring results. Dr. Herb True's card said: BASIC WANTS Personalize, emulate, senses, anticipated, unexpected.

The following example appeared in *The American Salesman*: The title and jacket of the novel had convinced the bookseller that it would sell. Alas, the volumes sat unsought and unbought upon his shelves collecting dust. He was about to turn the whole shipment over to salvage. His second in command asked for one more chance to move them. The bookseller consented. The next day there appeared in the "personal" column of the local newspaper this notice:

"Millionaire, young, good looking, wishes to meet, with view to marriage, girl like heroine in (giving the name of the novel)."

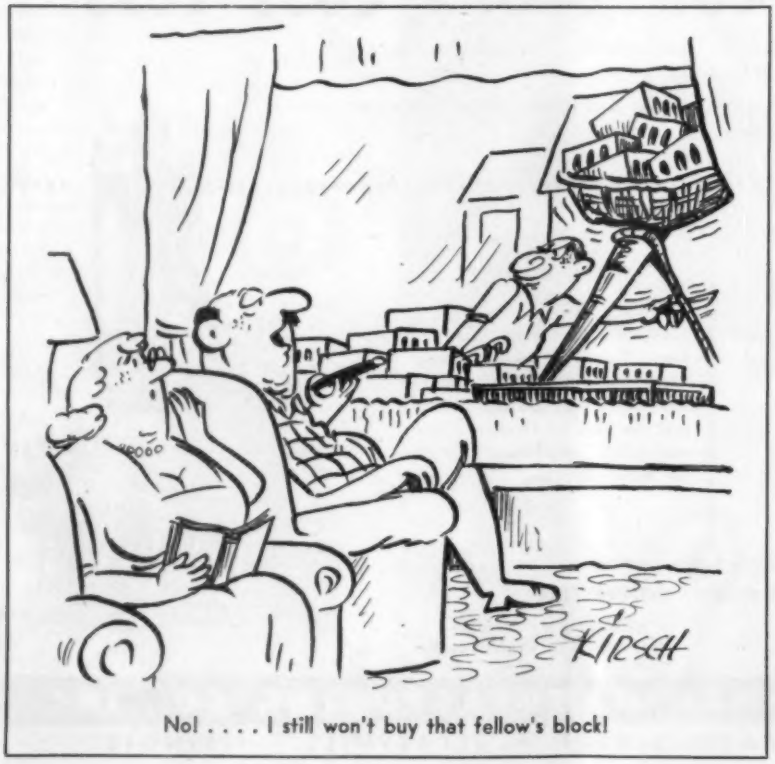
Within twenty-four hours every copy of the book was sold.

Why not try three ways of saying differently what you have repeated so often that it has become routine? You may slip a hook into your line where it was merely smooth before.

Dr. True's card further stated: REARRANGE Sequence, pace, components, schedule, pattern.

To illustrate: The Johns-Manville salesman had one of those prospects who would not give him the time of day. So he bided his time. Came a snowstorm. The salesman was off to this prospect's house. He found him at home—he had planned it that way. He wasted no words: "I'm from the Johns-Manville Company. Come out and look at your roof. There's no snow on it."

The prospect grumbled, but after all, it was his roof, and he was interested in it. He stepped out and took a look. "So, there's no snow on it. So what?" "Just this," said the salesman, "look at your neighbor's roofs. They have snow on them. They are not paying heating bills to melt snow on the roof. Your heating bills must be about 15% more than theirs." The tough guy could understand this kind of talk. He invited the salesman in. The salesman showed him how Rock Wool insulation would save him money on his heating, and the sale was made.



No! . . . . I still won't buy that fellow's block!

Where He Learned Them

Arthur H. (Red) Motley, president, Parade Publication, Incorporated, noted some of the sales and advertising techniques he had learned from others. These appeared in *Sales Management*.

* From Abe Plough, president, Plough, Incorporated: There may be saturation in one segment of the market, but somewhere, somehow, new buyers can be found — and can be sold on a good product promoted with good advertising.

* From Jusdon S. Sayre, president and general manager, Norge Division, Borg-Warner Corporation: Nothing makes advertising produce sales so effectively as enthusiasm in the sales organization, enthusiasm among advertiser's salesmen, and, perhaps even more important, enthusiasm for the product and the advertising.

* From William E. Robinson, president, The Coca-Cola Company: "nobody has a mortgage on first place. You may be in front, on the right track, but if you sit down you will be run over."

* From Willis D. Horner, vice-president in charge of sales, The Allen Manufacturing Company: "You can't sell from a desk;" and "you've got to keep your eyes open."

* From Edward W. Wilson, executive vice-president, Armour & Company: First a good idea; then a good product; then another problem: How to sell the idea (and the product) to the most customers at minimum costs.

* From George M. Factor, vice-president and director, Helene Curtis Industries, Incorporated: when consumer acceptance is built for any product, or for any manufacturer's brand name, in a limited market area, advertising can capitalize on that base and build a bigger business in a bigger market area.

RACKS – Columbia Heavy-Duty Standard racks can be shipped to your plant within a few days after your order is received. Or, our engineers will custom design racks from your blueprints or measurements to fit your special plant needs without obligation.

PALLETS – In most areas throughout the country you can get overnight delivery of Columbia Standard Steel Pallets in 1/4" x 18" x 20", or 5/16" x 18½" x 26" sizes.

TURNTABLES – Available in one, two, or three rack motor-driven "push-button control" turntables. Also available in manual, semi-portable and fixed position combinations. Quick delivery anywhere.

Prompt Engineering Design Service, Fast Delivery

. . . made possible through district offices and branch manufacturing plants and warehouses strategically located throughout the country.

Columbia MACHINE

Home Offices: 107 S. Grand, VANCOUVER, Wash.
Factory Branch and Warehouse at Mattoon, Ill.
Service and Parts Warehouse at Burbank, Calif.

District Offices in: Wisconsin, Illinois, South Carolina, Mississippi, Florida, New Jersey, Virginia, California, Massachusetts, Texas, Montreal, Toronto, Vancouver, B. C.

MARACONS are admixtures for concrete that provide new and exceptional benefits so keenly desired . . . so urgently required . . . to meet existing needs of the concrete industry. MARACONS promote more complete hydration of cement particles . . . permit a substantial reduction in the unit water content without loss of plasticity or consistency of the mix. This means —

A. Lower Concrete Costs: —

1. Reduce cement required in a standard mix to give specified strengths.
2. Attain higher strengths without increasing cement content of a mix.
3. Maintain slump and workability at low W/C ratios.

B. More Durable Concrete: —

1. Minimize volume change in concrete before hardening, due to lower water content and more complete hydration of cement.
2. Achieve greater water-tightness and increased durability with respect to freezing and thawing.

The MARACONS also reduce water requirements in concrete mixes containing pozzolanic materials.

Write for File No. CO-57. You'll receive additional information including results of exhaustive independent laboratory tests and actual field experience.

MARATHON *Corporation*

CHEMICAL SALES DEPARTMENT

ROTHSCHILD • WISCONSIN

MANUFACTURERS' NOTES

Wyandotte Chemicals Corp.

The Michigan Alkali Division of Wyandotte Chemicals Corporation has established two new sales offices in the south, according to an announcement by S. B. Scott, director of sales for the division.

Appointed managers were Roger Moister for the southeastern district, working out of Atlanta, Georgia, and Scott Starkey, with headquarters in Baton Rouge, Louisiana, for the south-western district. David B. Bolander was named resident salesman for the southwest and will operate from Houston, Texas.

The territory covered by Mr. Moister includes the states of Alabama, Georgia, Florida, North and South Carolina, and eastern Tennessee. Mr. Starkey will serve western Tennessee, Mississippi, Arkansas, Louisiana, Texas, and New Mexico.

Koehring Company

R. E. Burton

Raymond E. Burton, assistant sales manager for Koehring Division, Milwaukee, has been appointed to the new post of assistant director of marketing for Koehring Company. New duties of Burton will cover both market research and analysis. The new appointment for Mr. Burton was announced recently by E. B. Hill, Director of Marketing.

Heltzel Steel Form & Iron

Joseph J. Wass has been appointed as assistant to manager of manufacturing according to a recent announcement by the Heltzel Steel Form & Iron Company of Warren, Ohio. Mr. Wass, who has over 40 years experience in industrial production, will assist with other company functions. He will be responsible for all phases of production including inventory, purchasing and scheduling.

Forrer Company

The Forrer Company, 2225 North Humbolt Avenue, Milwaukee, Wisconsin, has been appointed national distributor for the Ramsey Water Control System, an electronic device to control moisture in concrete mixes. Announcement of the appointment was made by Earl A. Netzbahn, Forrer's sales manager.

Anthony Company

Anthony Company of Streator, Illinois, has purchased Truck Crane, Incorporated, former manufacturers of the Truck Crane.

Barber-Greene Company

Barber-Greene Company of Aurora, Illinois, has announced the promotion of W. E. "Ned" Putz to the post of administrative assistant to Mr. E. H. Holt, vice-president and director of sales. Mr. Putz was formerly advertising manager of the company.

Solite

George Wesley Jones, Jr., has joined the Southern Lightweight Aggregate Corporation of Richmond, Virginia, as Solite representative in the western halves of Virginia and North Carolina.

Marathon Corporation

Marathon Corporation, Rothschild, Wisconsin, announces the appointment of Admixtures, Incorporated, Pasadena, California, as exclusive distributors for Maracon cement-dispersing agents in eleven western states and the territories of Hawaii and Alaska.

Although Marathon's lignosulfonates have been used by portland cement manufacturers, this appointment represents Marathon's first venture into the concrete products field. It is expected that other distributors will be named shortly to serve the remaining sections of the country.

T. L. Smith Company

W. A. Clayton, vice president and sales director of T. L. Smith Company, Milwaukee, Wisconsin, has announced the promotion of Otto E. Scott to the position of midwest district sales manager. Mr. Scott, former parts and service manager and district representative of the company, will be responsible for the sales of truck, stationary, and portable cement mixers in 13 midwestern states and sections of Canada.

Koehring Company

E. O. Martinson

A major personnel shift within the Koehring Company organization has brought E. O. Martinson, president and general manager of Koehring-Waterous Limited, Brantford, Canada, to the firm's central office in Milwaukee. He assumes the newly created post of vice president in charge of research and development for Koehring's eight divisions and subsidiaries.

D. W. Marchant, current vice president and general manager of Koehring Southern, Chattanooga,

D. W. Marchant

H. S. Jeske

Tennessee, will move up to assume the Koehring-Waterous position vacated by Martinson. He will be succeeded by Harry S. Jeske, now general superintendent at Koehring Southern.

Warner Company

Lehigh Materials Company, producers of Lelite lightweight aggregate, has been acquired by Warner Company of Philadelphia. Lelite's Tamaqua, Pennsylvania, plant will continue to operate as a wholly owned subsidiary with no change in personnel.

NO NEED TO CHISEL

*Actual photo Falls Block and Supply Co. Menomonee Falls, Wisconsin

JUST SCRAPE . . . . THEN "WHISK-IT" OFF!

NOW! Amazing... NEW KLEEN-MIX

HELPS WHISK OFF 'BUILT-UP' CONCRETE

KLEEN-MIX is the new easy way to prevent concrete "build up" on mixers, hoppers, conveyors, skip hoists, etc. For, KLEEN-MIX sprayed or brushed onto mixers cuts clean up time, reduces down-time and keeps equipment going longer. Apply KLEEN-MIX the night before then at the end of the next day — just use putty knife then "brush away" any build-up. No need to chisel, hammer and pound away. *Order a supply today!* Start saving time and money the day you use KLEEN-MIX.

Outstanding KLEEN-MIX Advantages

- Requires only brush and scraper for clean up.
- No chisels or air hammers needed.
- Cuts clean-up time in half.
- Increases life of machines and reduces down-time.
- So easy to apply — just spray on and let dry.

Forrer's PRODUCTS FOR MASONRY SINCE 1926

FORRER'S — Division of SPRAY-O-BOND CO. 2225 N. Humboldt Ave., Milwaukee 12, Wis.

. . . you've a pat hand for PROFITS on any low slump concrete jobs, too

A The only truck mixer with SWING-IN HOPPER for FASTER NO FLASH-BACK CHARGING

A . . . with HOPPER THAT SWINGS OUT— permitting FAST UNOBSTRUCTED DISCHARGE of even 0" slump concrete

A LARGER DIAMETER DRUM HEAD— deeper blades for BETTER MIXING of stiff low-slump mixes

The one truck mixer with CMC FLOATING DRIVE which eliminates troubles of ordinary rigid drives A

A big share of tomorrow's business will be tied into the road building program — on jobs that call for low slump concrete.

Long famed for mixing ability, TRANSCRETES ARE A NATURAL FOR ANY LOW SLUMP JOB. When you consider all of the other advantages — quality, long life construction . . . simple, more compact design . . . better weight distribution . . . maximum payload . . . greater maneuverability — THE LOGICAL CHOICE IS TRANSCRETE. TED (Truck Engine Drive) and Separate Engine Models to 7 yards mixing capacity.

TRANSCRETES

FOR LOW COST CONCRETE

. . . write for these 2 FREE BULLETINS →

CONSTRUCTION MACHINERY CO., WATERLOO, IOWA

NEWS *from the Manufacturer*

METHODS
MATERIALS
EQUIPMENT
TOOLS

Carter-Waters Welds Concrete Roof Slabs to Purlins with New Industrial Plastic Alloy Called Permagile

The Carter-Waters Corporation of Kansas City, Missouri, manufacturers of precast haydite concrete structural building members has found a new way to secure precast concrete roof slabs to supporting precast concrete purlins — simply weld them together with an industrial plastic.

The technique was used for the first time in the J. M. Forrest Building in Kansas City. This one-story, 10,000 square foot warehouse and office structure utilizes a frame and roof constructed entirely of precast haydite concrete members.

Obviously, a very special type of material is required to "weld" concrete units weighing hundreds of pounds. With the help of Industrial Coatings Engineering Company, Incorporated, also of Kansas City, Carter-Waters found what it needed in Permagile, a new polyplastic alloy.

Carter-Waters had this material tested by General Testing Laboratories of Kansas City and learned that it could join concrete with a bond stronger than the concrete itself.

The new plastic comes in the form of a thick, viscous paste plus a premeasured supply of liquid reactor, all packed together in one can. When the two components are mixed, the material can be applied easily with a trowel. It wets masonry materials rapidly and thoroughly.

Once it has hardened, Permagile has a compression strength of 35,000 pounds per square inch (at least three times that of concrete) and a tensile strength of 9,000 pounds per square inch (many times that of concrete). Furthermore, the joint is permanently waterproof, ageless, nonshrinking and non-expanding, unaffected by temperatures between −20 and 270 degrees F, and completely resistant to alkalies, mild acids, and most solvents. These properties were established by the Gulick-Henderson Building Trades Testing Laboratories of New York.

Carter-Waters found that dabs 2½″ × 2″ in area at each of the four corners would tie down a 7′-10″ × 24″ × 3-¾″ channel roof deck slab so strongly that the slab itself would break before the joints gave way.

In the J. M. Forrest Building, 640 such slabs were welded in the manner to precast haydite concrete purlins 19′-8″ × 13″ × 5″ which rest, at 7′-10″ on centers, on the bottom flanges of precast haydite concrete beams 23′-6″ × 22″ × 12″. The tops of the roof slabs come flush to the tops of the beams, so that both together form a level deck.

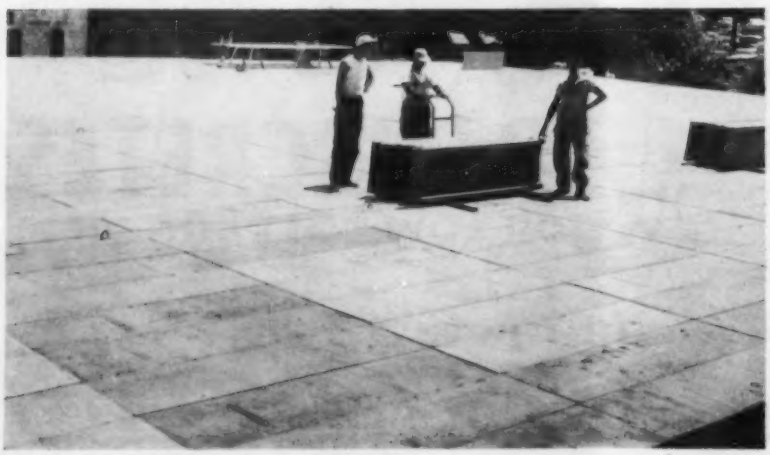
The concrete beams span precast haydite concrete columns 10′-8″ × 12″ × 12″, at 20′ on centers. Steel plates cast into these members were arc-welded together. Steel base plates 16″ square also were cast into the columns, allowing them to be bolted

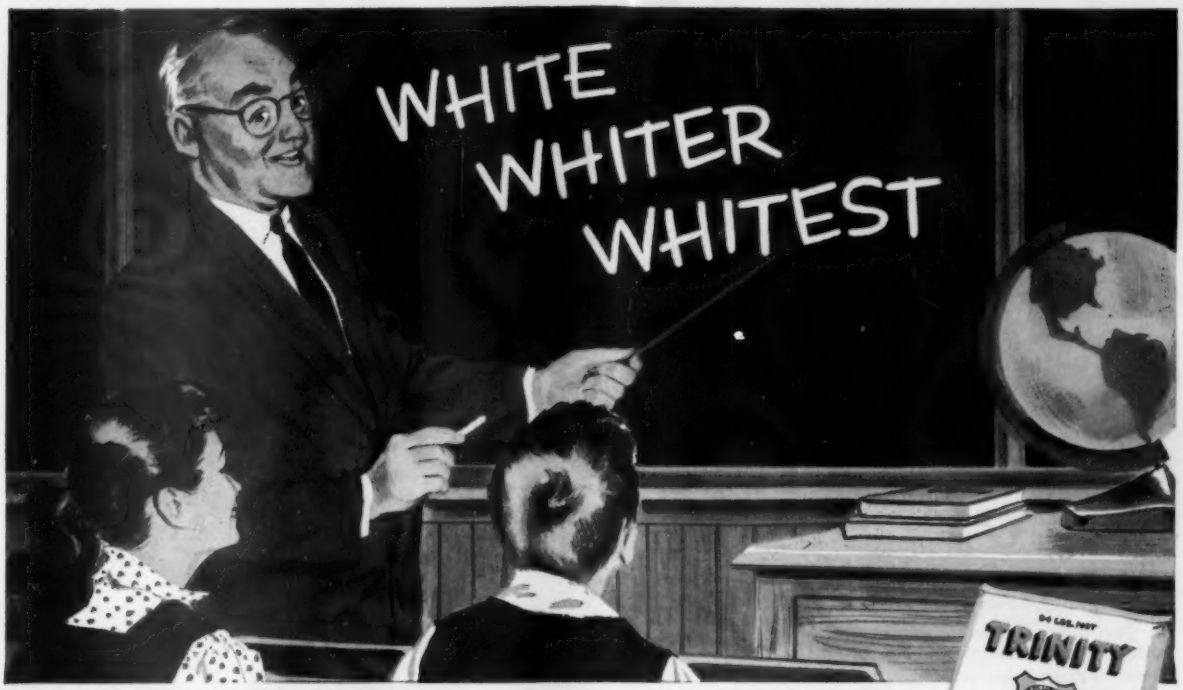
to stub columns in the foundation.

All members were cast from haydite concrete testing 5,000 pounds per square inch or more at age 28 days.

The builders had a little difficulty squaring the new procedure with Kansas City's building code, but after they proved the suitability of Permagile welds, they secured approval for its use on this building.

The use of Permagile, for this purpose, was suggested to Carter-Waters by the architect. The details were worked out with the assistance of Industrial Coatings Engineering Company, specialist in materials which protect against corrosion. Industrial Coatings distributes Permagile products primarily for repair and cladding of concrete tanks, grain elevators, and factory buildings, but saw that their properties also suited them for use in original concrete construction. Permagile is manufactured by Permagile Corporation of America, 37-23 Thirty-third Street, Long Island City 1, New York.





TRINITY WHITE

Whitest in the bag... whitest in the mix... whitest in the completed job. Use Trinity White Cement for architectural concrete units; terrazzo; stucco; light reflection—wherever a whiter white or purer colors are desired.

As white as snow

...plain or waterproofed

A Product of GENERAL PORTLAND CEMENT CO. • Chicago • Dallas • Chattanooga • Tampa • Los Angeles

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New Automatic Front Engine Power Take-Off

Willard "MIXOMATIC"

The new Willard "Mixomatic," incorporating automatic transmission with front engine power take-off provides more profit by faster operation and greater production per operator.

Willard "Mixomatic" does for the transit mixer what the same type of automatic transmission has done for trucks and passenger cars.

It gives close control of concrete flow and ease of operation.

Use of standard automotive parts assures reliability and availability of service everywhere.

Check all the features of these big 5 to 7 C. Y. Willard Truck Mixers. Write for complete information and prices. Dealers everywhere.

Features

Standard automotive parts used throughout drive line... service available everywhere.

New hopper design for faster charging.

3-way quick shut-off water valve.

New splash guards protect drum.

New, simplified FEPTO*

1. 2 speed gear box with sprocket and take-up for drive chain are easily accessible.

2. Front engine power take-off drives the drum through standard Spicer automotive drive line and automatic transmission. Two mixing speeds and four discharge speeds give maximum flexibility. Two levers, throttle and transmission, simplify control of drum discharge operation.

*Front engine power take-off

Willard Truck Mixers

Manufactured in Los Angeles and Galion, Ohio • Member: T.M.M.B.

WILLARD CONCRETE MACHINERY CO.

11700 Wright Road, Lynwood, (Los Angeles County) California

Stewart-Warner Announces Automatic Safety Panels

The instrument division of Stewart-Warner Corporation, 1826 Diversey Parkway, Chicago 14, Illinois, has announced new "expandable" safety panels. They automatically shut off unattended engines when oil pressure drops to a low level or engine water temperatures rise to a high point.

The panels are available for both battery and magneto type ignition as well as diesels, and include precut holes for the insertion of instruments or gauges as needed in any particular installation to facilitate "clocked" maintenance and easy inspection.

The minimum oil pressure level or maximum engine temperature at which it is desired to shut off the engine are factory-set at five pounds oil pressure, 25 pounds water pressure and 205 degrees temperature. These settings are adjustable.

Instruments fitted into the heavy-gauge-steel panel plate are, according to the manufacturer, built to withstand vibration and hard usage. All equipment can be used on 6, 12, 24, or 32 volt circuits.

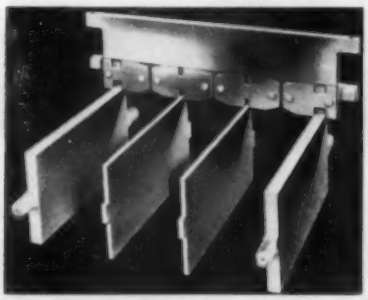
Anti-Hydro Markets Water-Resistant Masonry Paint

A new weather and water-resistant masonry paint to be known as Aridtone has been developed by the Anti-Hydro Waterproofing Company, 265 Badger Avenue, Newark 8, New Jersey. It is a dry powder compound that is mixed with water which protects exterior and interior masonry surfaces from rain and dampness.

Aridtone, available in white and seven decorator colors, contains "Anti-Hydro". This is a liquid additive to cement mixes which, in the paint, combines chemically with cement to prevent penetration of water and dampness. It is mixed with water to the correct consistency for painting or spraying. Aridtone will be distributed through building supply, hardware and paint dealers.

Higher Division Plates To Be Produced by Besser

Besser Company announces division plates with one inch added to the height. According to the manufacturer, the additional inch increases wearability of attachments by better guiding the stripper shoes in the mold. Edges of block become firm



and durable; texture is more uniform. The change to higher division plates can be made in the plant of the blockmaker.

Further information is available from the service department of Besser Company, Department 314, Alpena, Michigan.

Koehring "Light" Truck Crane Handles 45 Tons

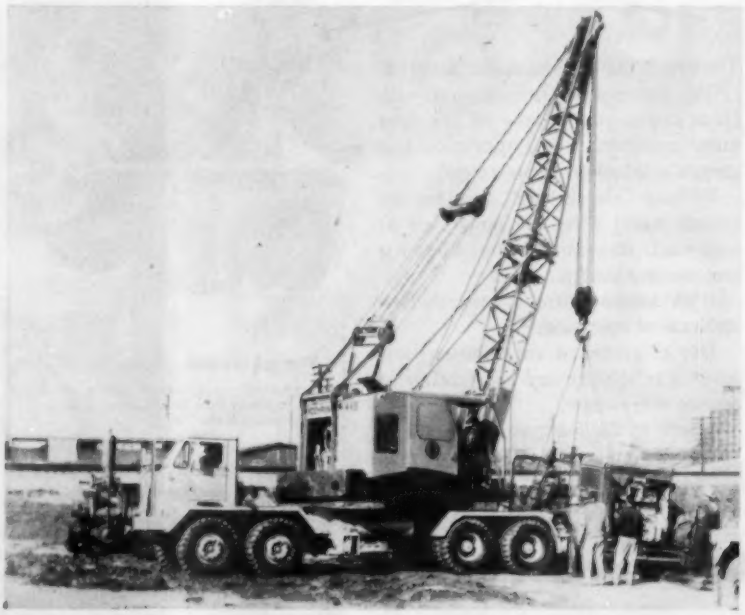
Production on a new 45-ton capacity truck crane has been started by Koehring Company in its Milwaukee plant. Designated as the Koehring 445, the unit can use up to a 120-foot boom. Straight boom jibs, 15, 20, 25 and 30 feet long with cable are available for special high lift crane service. Safety boom limit stops and power boom lowering are standard equipment.

Total weight for the truck crane is 90,080 pounds. For critical moving conditions, this can be reduced to 67,100 pounds by removal of boom, counter-weight and outrigger beams.

Powered by a Waukesha 145GKB engine that delivers 214 horsepower at 2400 revolutions per minute, the truck has eight speeds forward—four in main and two in auxiliary. Top speed is 31.8 miles per hour.

Truck chassis, mounted on a 220-inch wheel base, is 10 feet 1 inch wide and 30 feet 2½ inches long.

Complete specifications and information can be obtained from the Koehring Company, Milwaukee 16, Wisconsin.



IT'S Sound-Absorbing AS WELL AS...

★ Lightweight
★ Durable
★ Firesafe
★ Attractive
★ Strong
★ Nailable
★ Of High Thermal Insulation Value
★ An Excellent Plaster Bond

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LIGHTWEIGHT AGGREGATE

No wonder Celocrete Lightweight Aggregate is being used by more and more leading builders and manufacturers of concrete products. Its big construction advantages and economies make Celocrete the preferred aggregate for masonry units, pre-cast building panels, soffit tile, monolithic floors and roof fill, and many other uses.

Celocrete Lightweight Aggregate is made from expanded slag by a process licensed *only* by the Celotex Corporation. This exclusive method honeycombs every particle of Celocrete aggregate with tiny air cells—resulting in lightweight plus *built-in* insulation and sound-absorption value. For complete information write The Celotex Corporation, 120 S. LaSalle Street, Chicago 3, Illinois.

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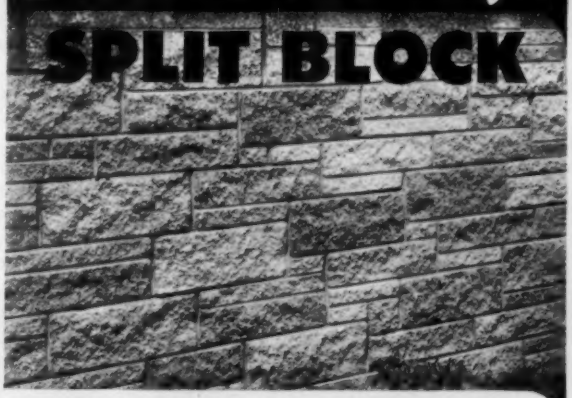
LIGHTWEIGHT AGGREGATE

The Celotex Corporation, 120 S. LaSalle Street, Chicago 3, Illinois

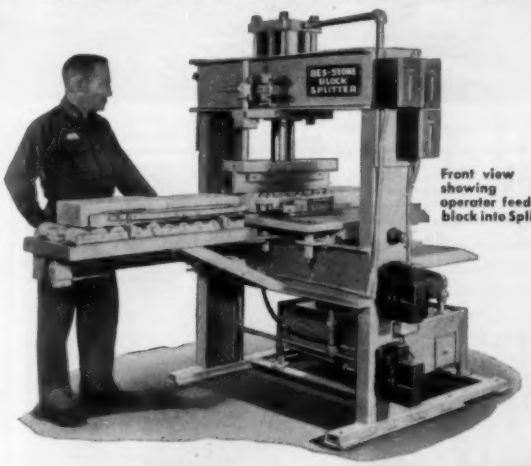
"Cash in" on the Demand for

SPLIT BLOCK



Install a BES-STONE Splitter

You can greatly increase block sales and add to profits by using a Bes-Stone Block Splitter. Architects and builders are sold on Bes-Stone Split Block because of its beautiful quarried stone appearance and wide range of adaptability. With its powerful, hydraulic operation, the Bes-Stone Splitter handles up to 900 units per hour. All straight line cuts. No cull block. Quickly adjustable for various heights. Finished Split Block is automatically removed from under the splitting knife by the incoming block. Quiet, safe operation.



Front view showing operator feeding block into Splitter.

. . . and this

PONY TRIMMER

Comes in Handy for

Trimming Block on the Job

Trims off the ends of split block up to 8" in width. Pressure is supplied by a hand-operated hydraulic pump having a capacity of 12 tons. Compact, lightweight, and easily portable from job to job.

Ask your Besser representative for literature, or write:

BESSER COMPANY

Complete Equipment for Concrete Block Plants

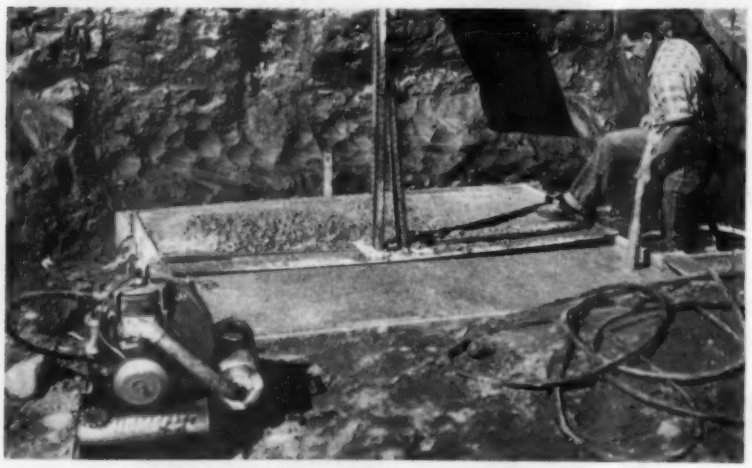
ALPENA, MICHIGAN, U.S.A.

New Homelite Vibrator is Operated from Generator

A new high-cycle concrete vibrator is being manufactured by Homelite, Port Chester, New York. The vibrator operates from a Homelite carryable generator that can be placed anywhere within a 400-foot radius of the working area. One operator handles only the light-weight vibrator head and cable.

The operator can vibrate 30 to 40 cubic yards of 2-inch slump concrete per hour, according to the manufacturer. For deep-form work, 7 and 10 foot extension hoses can be connected. Connectors are safe and waterproof.

High-cycle construction of the motor eliminates brushes and commutator, and insures constant speed of 10,000 revolutions per minute when fully loaded. The manufacturer states that since the vibrator is protected from overheating, it will not be damaged when run out of concrete.



Cimco Triple Bin Manages Two or Three Aggregates

A new bin designed to handle two or three aggregates in batching has been introduced by Cimco, Box 422, Marshalltown, Iowa.

Triple Bin comes either unmounted or mounted on wheels to pull at highway speeds of 40 to 50 miles per hour. On the mounted model, wheels and axles can be removed, if necessary.

The batcher features patented side and forward hopper movement that gives operator easier control of the load.

BLOK-LOK (for Masonry Walls)

Flush-welded at cross ties for greater strength.

Blok-Lok masonry wall reinforcement is marked and packaged for easy identification and handling; in bundles of 25 pieces.

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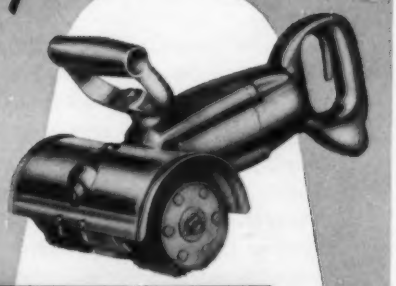

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CLEANING TOOLS
ELECTRIC OR PNEUMATIC MODELS

Surfaces are cleaned quickly with AURAND on the job. Hardened steel cutters zip away stubborn accumulations from iron, steel, brick, concrete. Adjustable depth shoe protects surface . . . assures uniform cleaning. No special skill required. Renewable cutter heads. Two sizes in both electric and pneumatic models. Lightweight.

AURAND MFG. & EQUIPMENT CO.
1210 Ellis St., Cincinnati 23, Ohio

Write Dept. 15 for complete details

Marathon Lignosulfonates are Used as Dispersants

A new series of water-reducing admixtures for concrete is now being produced by Marathon Corporation, Rothschild, Wisconsin. These products, bearing the trade name Maracon, are based on fractionated lignosulfonates, some of which are effective cement dispersants. They promote hydration of the portland cement particles in concrete mixes and permit a reduction in unit water content with no loss in plasticity or consistency of the mix. The manufacturer says that these properties enable the user to: 1. maintain slump and workability at low water-cement ratios, 2. obtain higher ultimate strengths without increasing cement content of a mix, and 3. reduce cement required in a standard mix to give specified strengths.

The product will not be marketed directly to plants and manufacturers. Distribution will be through established suppliers to the industry.

Lauger Loc-Bloc Features Interlock on Four Sides

The Lauger Loc-Bloc Corporation, 1822 West 22nd Street, Erie, Pennsylvania, has perfected an interlocking block having several new features.

The block is designed to interlock

on all four sides, producing a strong wall. They also are self-aligning, assuring an accurately aligned wall. Lightness and ease of handling are other features mentioned by the manufacturer.

The Kent Machine Company of Cuyahoga Falls, Ohio, collaborated in developing a modified version of their blockmaker to produce the block.

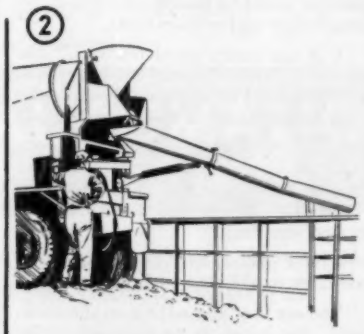
Vibron Vibrator Installs Easily on Hopper Cars

A new Vibron Vibrator made of aluminum is being manufactured by Burgess Sterbentz Corporation, 3790 West 150th Street, Cleveland 11, Ohio. It is easily mounted on railroad covered hopper cars because it is light weight and thus, according to the manufacturer, eliminates the back breaking and dangerous positioning work involved in installing a vibrator in its mounting.

Vibratory power is increased 60 per cent. Operating costs are in the area of 75 cents per day. The vibrator anvil is provided with flanged edges to quickly engage standard female mounting brackets.

How to Win Contractors and Influence Profit!

Hello, Ready-Mix? How soon can you start delivery? We've got to make up some lost time!

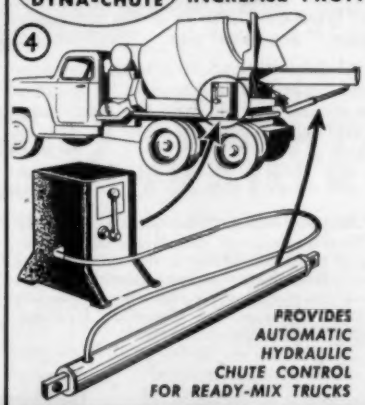


Operator: These Dyna-Chute units certainly speed deliveries — and I can handle the job all alone, too!

Good work, Pete, you're back early. That's the kind of service that keeps customers happy!

MONARCH DYNA-CHUTE

SAVE WORK INCREASE PROFIT



PROVIDES AUTOMATIC HYDRAULIC CHUTE CONTROL FOR READY-MIX TRUCKS

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Dodson's Digest

A foggy answer to a concrete question

Drove out to see Joe Rollins the other day. Joe is a construction engineer, and he was just putting the finishing touches on a concrete lighthouse out in the bay.

He took me out to the lighthouse in a boat, and we got to talking about the construction industry.

"The general public today," Joe was saying, "doesn't appreciate half the things we do to make their buildings safer and better looking. Take your own product, for example."

"That's right," I agreed. "Few people realize that Calcium Chloride increases the workability of concrete . . . makes it easier to handle . . . speeds up construction and reduces costs."

"And not many could tell you," Joe chimed in, "that Calcium Chloride gives concrete added strength . . . helps make it one of the sturdiest building materials we have."

"Or that concrete made with Calcium Chloride resists chipping and breakage," I added, "insuring the beauty of the finished structure."

When I got ready to go ashore, Joe rode back in the boat with me.

"You see that guy sitting on the dock, Dod?" Joe asked, as we approached the shore. "He's been sitting there watching us every day since we started this job, and I'll bet he doesn't know what it's all about."

Just for laughs, we decided to ask him what he thought of the job, so when the boat landed we walked over to him.

"What do you think of the new lighthouse?" Joe asked him.

"I think it's a waste of time," the sidewalk superintendent replied. "The lights go around all right, and the bells clang, but the fog comes rolling in just as thick as ever."

—L. D. Dodson

P.S.—Our folder, "How To Make Better Concrete Products and Ready-Mix," contains many useful tips on better concreting with Wyandotte Calcium Chloride. To get your free copy, just drop me a line. *Wyandotte Chemicals Corporation, Wyandotte, Michigan. Offices in principal cities.*

Wyandotte CHEMICALS

WYANDOTTE

MICHIGAN ALKALI DIVISION

HEADQUARTERS FOR CALCIUM CHLORIDE

Forms for Producing Prestressed Concrete Inverted "T" Sections Being Marketed in Form-Crete Line

A new "Inverted T" concrete casting form has been added to the Form-Crete casting form system of the Food Machinery and Chemical Corporation of Lakeland, Florida. The

form produces a new prestressed concrete member that is designed for use with Double T members in building construction.

Inverted T members are placed on supporting pillars across the width of the building in as many rows as are required at 60-foot intervals. Double Ts are then placed perpendicularly with the ends supported by the wings of the Inverted Ts.

According to the manufacturer, the inverted T shape has many advantages over the I-beams which have generally been used for this purpose. With the Double Ts placed in the cut back portion of the Inverted T, about a foot of space is saved in the construction. In addition, when the Double Ts are in place, the stem section of the Inverted T member is sandwiched between the ends of the Double Ts with consequent greater stability of construction.

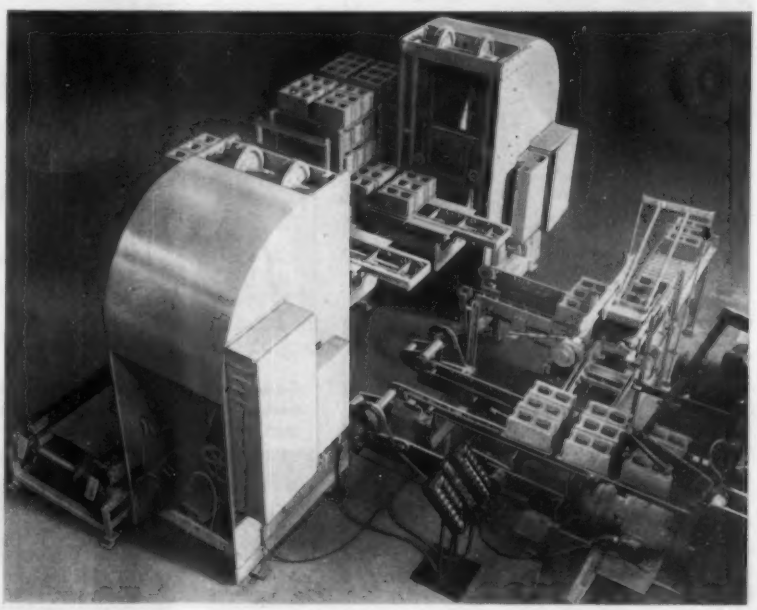
The Form-Crete Inverted T casting forms are supplied in lengths of 10 feet which can be connected to produce members of any length required. They are lock-up type forms with pilot liners available for various bottom slab thicknesses.

Besser-Matic Addition is Made for Block Machines

The automatic Besser-Matic, manufactured by Besser Company, Alpena, Michigan, is offered to take the place of the conventional offbearer and perform five jobs.

First, the Besser-Matic takes the pallet with green block off the Vibrapac Block Machine and places it in the proper place on the rack. Secondly, it actuates the transverse conveyor that positions the new rack. It then removes cured block on pallet from rack to depalletizer, transfers block to cuber and returns the empty pallets to the Vibrapac machine. Sealed anti-friction bearings eliminate sliding friction.

The lift truck man tends both Vibrapac machine and Besser-Matic. The block cuber is in a position to inspect each block, cull out rejects and build the cube.



Beautify and Protect Porous Masonry with ONE COAT AGRASEAL

NEW, WATER-REPELLENT BRUSH COAT SEALS PORES OF CONCRETE AND BEAUTIFIES IN ONLY ONE COAT!

- For exterior or interior use on cinder blocks, light-weight aggregate and concrete blocks.
- Better than two or more coats of ordinary cement coatings.
- Fills all voids. No hair checking. No alligator checking. No powdering.
- No expensive equipment needed. Apply with ordinary scrub brush or short bristle paint brush.
- Easy mixing. No lumps. Quickly soluble.
- Easy brushing. Spreads like butter. Cures fast.
- Comes in white and nine beautiful colors — cream, grey, green, brick red, light buff, sunny yellow, mint green, peach and coral pink.

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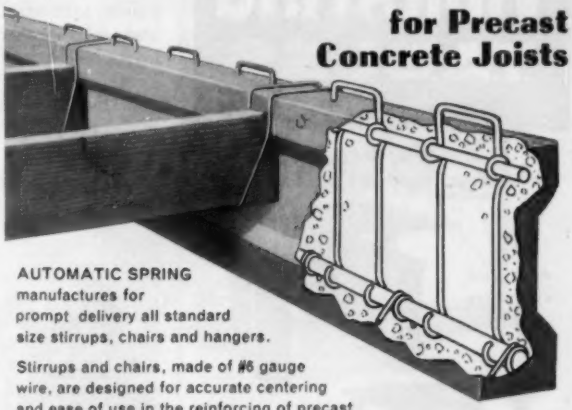
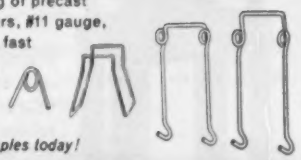
STIRRUPS, CHAIRS and WIRE FORM HANGERS

for Precast Concrete Joists



AUTOMATIC SPRING manufactures for prompt delivery all standard size stirrups, chairs and hangers.

Stirrups and chairs, made of #6 gauge wire, are designed for accurate centering and ease of use in the reinforcing of precast concrete joists. Wire form hangers, #11 gauge, are carefully shaped to provide a fast method of installing formwork between joists.



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SPEED UP HANDLING OF HEAVY, BULKY CONCRETE PRODUCTS with TRAC-LIFT 50

Easily handles up to 5000 lbs. High (11") underclearance and unusual power and traction permit operation on rough unpaved areas in all seasons. Excellent visibility, power steering, hydraulic operated brakes and clutch mean faster, safer, easier maneuverability. Lifting heights up to 10'. Power tilt forward 4°, backward 10°. Five forward speeds, 1 reverse. Road speed 20 MPH. Built on International Harvester chassis, service for which is available throughout the U. S.

Complete line of optional equipment available.

We also manufacture TRAC-LIFT 20L, 20, 30 and 40 with 3000 to 4000 lbs. capacity.

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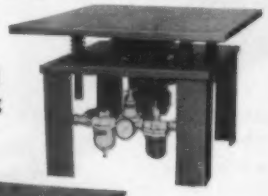
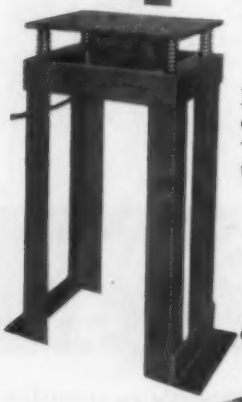




Electrically operated vibrating tables

Tables designed for conveyor line operation

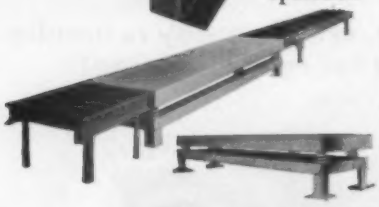
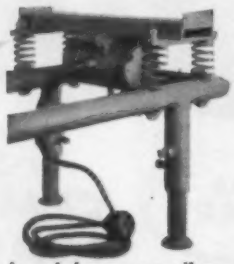


Table components for self assembly



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2708 Clinton Ave. • Cleveland 13, Ohio

Drum Rotation Stopped or Reversed by Driver in Cab

A truck mixer with front-of engine power take-off that can start, stop, and reverse the drum while travelling, has been anncunced by The Jaeger Machine Company, Columbus 16, Ohio. The drum is operated by hydraulic control from inside or outside the cab.

This feature is made possible by Jaeger's 3-speed hydraulic reversing

transmission which provides an automatic, power-actuated cycle of operation. Optional automotive type transmission is also available, if desired. Both provide drum operation of 1-½ to 16 revolutions per minute within efficient engine speed range. Separate engine drive or power take-off from transmission shaft are also optional.

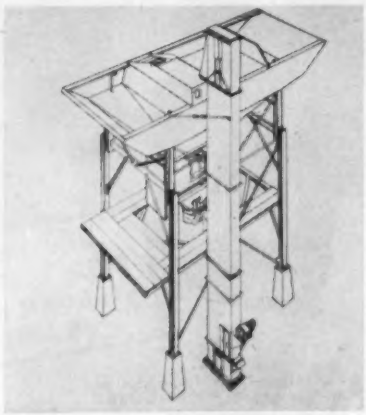
Weight saving and shorter center of gravity are made possible. For example, the Jaeger on a GMC FW-566 truck has a center of gravity of 67 inches, carries a rated payload of 6 cubic yards of concrete with legal axle loading.

Transit-Mix Batching "Econoplant" by Johnson

C. S. Johnson Company of Champaign, Illinois, recently announced the development and availability of its "Econoplant" batching setup. This is a complete plant facility, low cost because it is standardized in many aspects, easily erected and convenient in operation.

As a basic plant, the Johnson Econoplant has three aggregate compartments of 45 cubic yards total heaped capacity and one 70 barrel cement compartment. According to the manufacturer, it is designed with large top openings to make clamshell charging practicable. All-welded fabrication of the bin structure helps to simplify erection and provides a maximum lift of about 5 tons. A built-in ¾ horsepower air compressor supplies air for cement aeration through built-in fittings.

A 180 barrel per hour capacity cement elevator is furnished with the bin to handle bag or bulk cement.



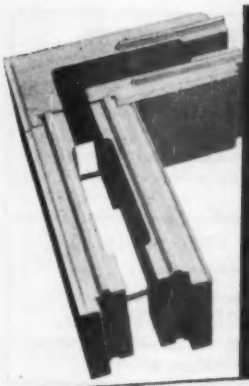
To comply with rigid specifications, a manually operated Johnson Concentric Batcher weighs cement on a separate scale and discharges it within the aggregate.

Whiteman Introduces New Concrete Power Buggy

A completely new model of the Whiteman Concrete Power Buggy is announced by Whiteman Manufacturing Company, 13020 Pierce Street, Pacoima, California. Improvements on the new unit include a heavier, solid-casting rear frame, new type wheel-clutches that engage instantaneously, ball bearings in the steering column for easier steering and providing adjustment for wear, new hand-operated parking brake,

sturdier seat bracket and larger, stronger steel guards for added protection to the operator.

The new DB-60 carries 12 cubic feet of concrete. It travels up to 16 miles per hour, climbs 25 per cent grades, turns in its own radius and features a positive, controlled dumping mechanism.



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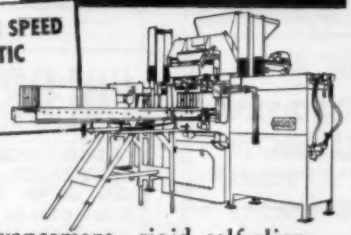
with True Air Cavity, Moisture, Sound and Climatic Insulation Built-in . . .

PRODUCED BY HIGH SPEED . . . FULLY AUTOMATIC PRESTO BLOCK MACHINES!



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developed especially for producing

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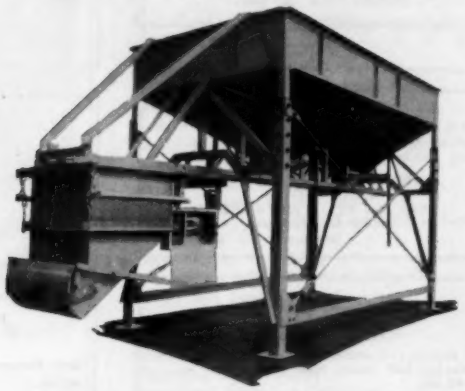
COST SAVING EQUIPMENT—FOR USE WITH 10S-11S-14S-16S MIXERS—AND AT CONCRETE PRODUCTS AND PIPE PLANTS



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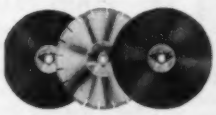

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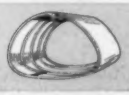

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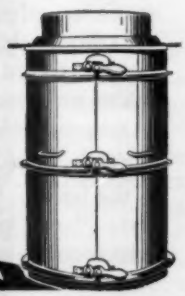

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THE EDITOR'S PAGE

DOUGLAS LEE

Effective Co-operation

LATE this summer the Florida Concrete and Products Association will publish a manual for free distribution to architects, engineers, builders and users of ready mixed concrete and concrete products.

Purpose of the manual will be "to assist all professions in correcting some of the errors of design and construction with concrete and concrete products which have been and are being made today." Other problems the manual will discuss include: stresses developing from chemical, moisture and temperature changes; expansion joints; the addition of extra water to the mix, and the use of reinforcing.

Further, the manual will include a master index to all precast products manufactured by the Association's member companies throughout the state. The fact that most Florida producers are members of the Association greatly enhances the value of this part of the manual.

We occasionally have commented in these pages on the fact that membership in both local and national organizations is, or should be, equally important to the products or ready mixed concrete producer who desires to operate at his fullest possible potential.

Here is an example of a local association shouldering its own responsibility in a category of activity that it alone can perform with maximum effectiveness. Similar activities on the part of other local associations throughout the country are too well known and numerous to recount here. Like other areas of the country, Florida producers must meet problems peculiar to Florida.

On the national level, one of the finest jobs we have seen recently is the booklet by NRMCA, "How to Conduct a Ready Mixed Concrete Plant Open House." Another is the new series of radio and television commercials just being released to its members by NCMA. Not necessarily earth-shaking in importance either of them, they are just two of the latest jobs that were done better and at lower cost by the nationals than could have been done by each of the locals for themselves.

As more and more local associations take over activities that are properly their own, more of the national associations' staff time can be devoted to the study and solution of industry-wide problems — problems that can best be studied and solved at the national level from the standpoint of effectiveness and cost.

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